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Wood engraving by John Farleigh

Running to save m'lady

RUNNING FOOTMEN were accustomed to running in front of their masters' carriages, clearing the way ahead, but sometimes they had more exciting tasks to perform. During the reign of the first Elizabeth, Lord Berkeley's wife fell ill and Langham, running footman to his Lordship, "carried a letter from Callowden to old Dr. Fryer, a physician dwelling in London, and returned with a glass bottle in his hand, compounded by the doctor, for the recovery of her health, a journey of 148 miles performed by him in less than forty-two hours, notwithstanding his stay of one night at the physician's house; which no one horse could have so well and safely performed; for which the Lady shall after give him a new suit of clothes."

Today, merchandise travels faster than in Langham's time but rarely does one man guard it to journey's end. Manufacturers look after their goods by packing them snugly and safely in cartons made from 'Thames Board', and in 'Fiberite' cases made from solid or corrugated fibreboard.

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Volume CCXXXIII No. 3028

The SPHERE, London, April 12, 1958

The SPHERE

with which is incorporated THE GRAPHIC

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BRITAIN'S CHALLENGER FOR THE AMERICA'S CUP—"SCEPTRE" LIES ON THE STOCKS READY FOR HER LAUNCHING INTO HOLY LOCH, IN SCOTLAND: The graceful lines of the yacht are clearly seen as the ropes are adjusted to her aluminium alloy mast. She was launched on Wednesday of last week by Lady Gore, wife of Sir Ralph Gore, who is the Commodore of the challenging club, the Royal Yacht Squadron. The 12-metre yacht will race against America's best 12-metre next September.

The America's Cup was last contested in 1937. In those days the match was limited, under the original deed of gift, to "J" class yachts. Since the war the big racing yachts of this type have virtually disappeared from regattas. So, in order to keep the America's Cup alive, the New York Supreme Court last year amended the rules and allowed yachts of a shorter waterline length to be eligible. This made a challenge in the 12-metre class possible. A syndicate of Royal Yacht Club members has sponsored the building of *Sceptre* in Alexander Robertson's Yard at Sandbank, on Holy Loch. Much research has been carried out to ensure that she has the most effective materials and fittings for her ambitious task. She is undoubtedly a most graceful craft and will carry with her the good wishes of the large British public which is interested in yacht racing. When *Sceptre*'s crew have been selected, she will undergo trials in British waters. She will be shipped to America in July to prepare for the contest in September against the defender, the name of which has still to be disclosed. The trophy has been in the United States since 1851. (Pictures of *Sceptre*'s launching, see page 43.)

Postage—Inland, 4d.; Canada, 1½d.; Elsewhere Abroad, 4½d.

THE SEVENTY-SECOND ENTRY LEAVES CRANWELL ON THE OCCASION OF THE FORTIETH ANNIVERSARY OF THE FORMATION OF THE ROYAL AIR FORCE: *Left*—A general view of the Cranwell, in Lincolnshire. *Right*—The reviewing officer, Air Chief Marshal Sir George Mills, Commander, Allied Air Forces, Central Europe, who came to the College as the twenty-three cadets of the seventy-second entry whose passing out coincided with the fortieth anniversary of the R.A.F. Of the twenty-three who graduated, nineteen secretarial branch. To mark the anniversary, the Queen and the Duke of Edinburgh and other members of the Royal Family dined at Fighter Command Headquarters at

A London Newsletter

195-198, STRAND, W.C 2.

Kremlin's April Fool?—The Kremlin has announced the unilateral renunciation of nuclear tests. It can well afford the gesture. Such an announcement is as superbly telling a move in the everlasting game of chess as ever was made. And, of course, it could only be made by a lone hand, not by a playing *committee*. For while Chatham and Strachan, Dulles and Macmillan, consult or wait on each other, the Kremlin can always make a sudden, surprise move, and none more likely to be effective than this: it can widen the rift between the U.S. and Great Britain; it can persuade the wobbler and uncommitted nations that salvation lies in the East; it can shake that part of the British nation which has been persuaded by Mr. Macmillan's logic; it can wholly detach our opposition from any surviving adherence to our defence policies, and it can do more to fool's cap Western statesmen and to enhance Kremlin statesmanship and sincerity for peace than any other inventable gadget. The sheer relief of the announcement is capable of wiping out the proofs of Russian duplicity in the past decade and more. I found it hard to believe that the announcement in some form would not be made because it had long seemed to me a probable one. If it brings some of the results I suggest as possible, then indeed it will be the finest April fool's cap ever set on Western statesmen's heads. It is fair to say that Britain and America have declared that the renunciation was no surprise. But Russia has got in first. I anticipate Western caricaturists will have the time of their lives with their puzzled Premiers and Ministers of State panting in a rabble behind the winged heels of a laughing Mercury, or scratching their heads in wondering why they didn't get in on the ground floor instead of joining the board after allotment.

"Pour Encourager les Autres."—The name of Torrington inevitably suggests the name of Byng. There was George, the successful Admiral (1663-1733), and his fourth son John (1704-1757), who was shot "to encourage the others." Mr. Royle and Mr. Bonham Carter, assuming the principal roles in the latest production of *The Byng Boys*, raised a great deal of speculation and doubt before the poll was declared. Which was playing George and which John? Whichever way it was, the Labour Lamb "was sure to go" to the bottom of the poll. In their political nostrums the other two candidates were as like as Tweedledum and Tweedledee, so that it was difficult to understand why they resolved to fight a battle unless it was the result of bitterness left by some Liberal Party battle long ago. It was "the nearest run thing." Mr. Royle (John Byng) was shot. He was a good candidate and would have made a good M.P. Mr. Bonham Carter (George) was successful. A good candidate, experienced in West Country elections, he will make a useful M.P. Always I find pathos, even tragi-comedy, in these by-elections. When Uncle Tom Cobley and all ask their candidate how his policies will remove their own particular grievances, and their candidate (glancing hurriedly at his "book of words") replies, do those electors really believe that the pat answers will, soon or late, adjust those grievances? Decades of experience deny such belief. It is a game of make-believe, and more particularly for the Liberals, who for some time to come cannot even promise to perform. I often wonder whether modern by-elections are a great improvement on Eatanswill. It still needs a great deal of toughness to endure the unfriendly or irrelevant comments of an "educated and enlightened" electorate, and I marvel at the toughness of the ladies who support their menfolk or stand themselves. But I suppose it is meat and drink to Lady Violet and Mrs. Braddock, to whom politics are the breath of life, however raw. In Lady Violet's case *this* game was worth the candle. And for my part I shall be glad if the next Parliament includes a dozen or more Liberal members capable of affecting the deadly certainty of the voting.

The "Hons.' Cupboard."—A Labour M.P., who "sincerely wished" to make the best of the Government's feeble effort to reform the House of Lords, tabled, without much expectation of success, an amendment which would make life peerages terminable at eighty, at the most at twelve years and for unsatisfactory conduct. At no time should there be more than 100 extant. Before his amendment came up, I think he recast it and it was defeated. But in its original form, it could have raised a trivial point: the life-peer under the new Act will presumably be styled Lord Jones or what-not, and his children, following the precedent of Law Lords, will be "Honourables" for life. Was it envisaged that (*a*) on the death of a life peer or (*b*) on the termination of a life peerage for any reason before death, his progeny would be banished from the "Hons.' cupboard"? Of course not. This trivial point indicates how very little the Life Peerage Act has sought to tamper with the hereditary principle. For while, of course, the eldest son of a life peer does not succeed to his father's title, 20 to 100 life peers will flood our "equalitarian" society with a handsome new batch of "courtesy-titled" gentry, their issue male and female. The "Hons.' cupboard" will need to be greatly enlarged to prevent overcrowding in the next decade. Why the devil didn't they create "Life Senators" while they were about it? Because the Tories *can't* get away from the age of privilege.

Sanctuaries.—The League Against Cruel Sports has begun a more practical policy to do away with deer-hunting. It has bought up some acres in the centre of the Devon and Somerset country which it will turn into a deer sanctuary and from which adjacent hunts will be banished by process of law (if possible). I am greatly in favour of animal sanctuaries, but so, you will discover, are probably a majority of our nation, not least those who follow the sports of hunting and shooting. Deer sanctuaries in Highland forests have existed for a century and were designed to keep the sport of stalking from petering-out. I only wish—since I enjoy shooting—that there were more sanctuaries for game-birds in and out of season. The League's Exmoor sanctuary may well

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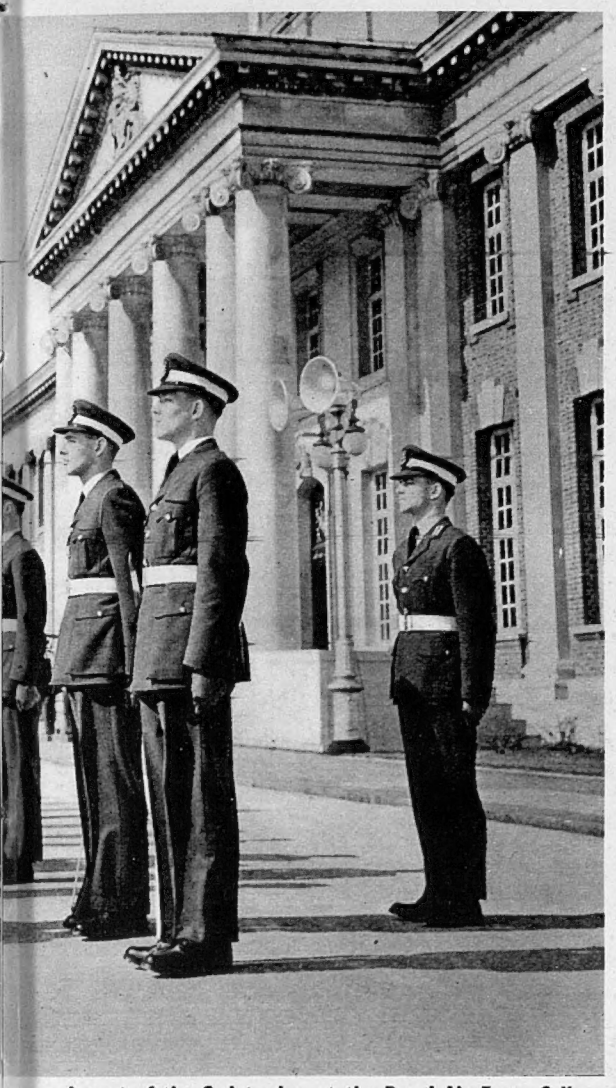
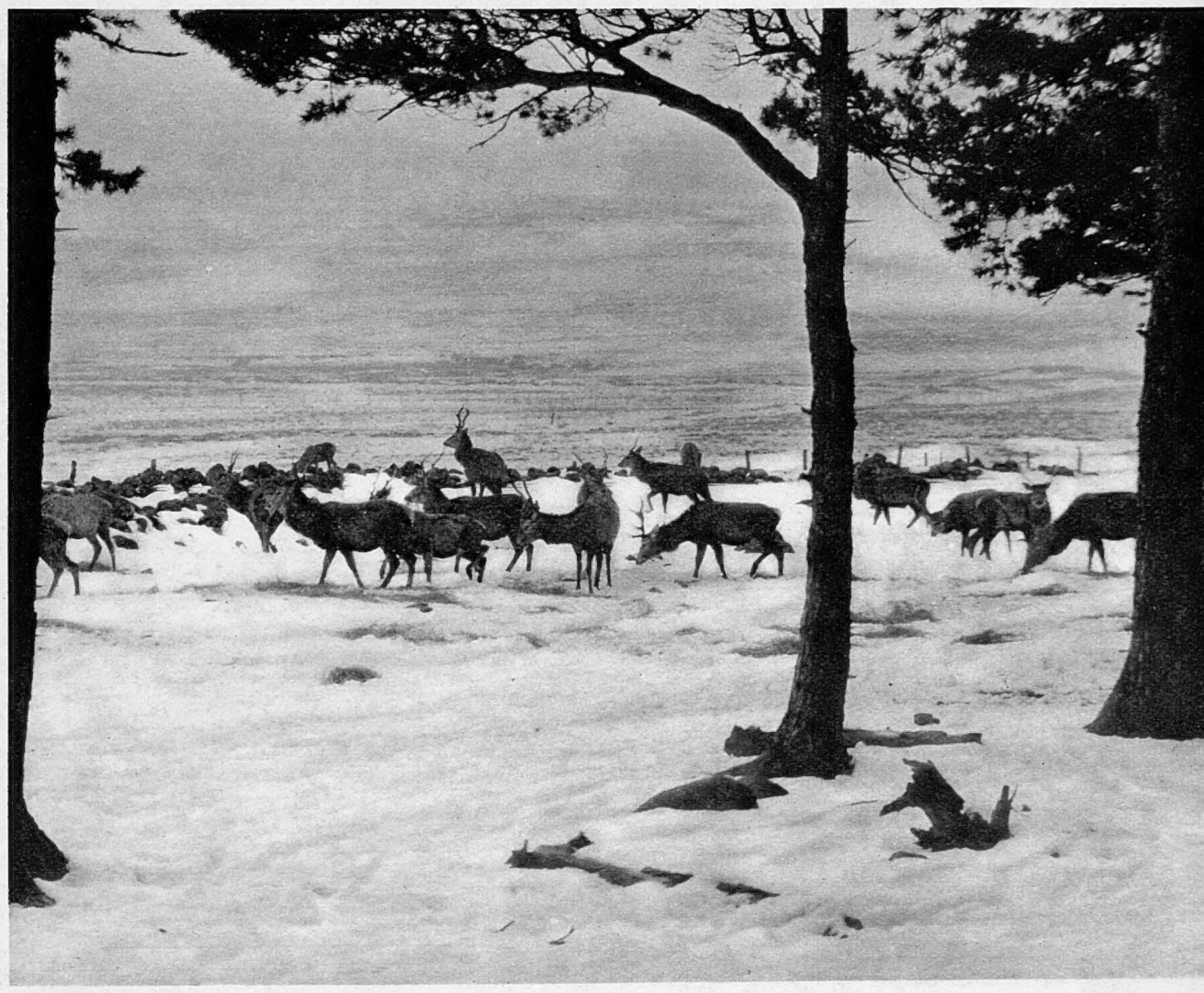


march-past of the Cadet wing at the Royal Air Force College, cadet of the first entry in February 1920, inspects some of are joining the general duties (flying) branch and four the Bentley Priory, Stanmore, Middlesex. (Pictures on page 44.)



SCOTTISH DEER TAMED BY HUNGER: Usually shy and unapproachable, these stags from a herd of deer in the Grampian Mountains have moved to the shelter of a clump of trees to eat fodder laid out for them on the snow at Glen Muick, near Ballater, in Scotland. During the past few weeks stalkers and gamekeepers have been keeping them supplied with food because their natural pasturage has been covered with frozen snow.

prove such a sanctuary and merely increase stocks of wild deer. Until the means and the time are found to rival the National Trust as a landowner, the League's efforts in this direction are more likely to play into the hands of "cruel" sportsmen. But we need not deride or condemn those who stop at nothing to achieve reforms which they sincerely believe in. Least of all, the lady member who for the cause declines the gift of a mink coat. But their policies and methods are always open to criticism, and I condemn very gravely their dragging in the Royal Family as pawns on their board and their unproven assumption that a majority of the nation is opposed to hunting, shooting and steeplechasing. That is mere reckless arrogance. There is a mass of cruelty in all its forms against which the League could employ its fine fanaticism, and first targets might well be the barbarity employed by deer-poachers in the Highlands and organised farmers' shoots by ignorant posses armed with scatter-guns. I have great hopes of common sense and humanity being combined to deal with the thinning problem on Forestry Commission land. The Forestry Commission can learn much from the Germans.

No New Thing Under the Sun.—I wonder whether Mr. Nabarro, in his campaign to remove the heavy purchase tax on dish-washing machines (*inter alia*), is aware how long ago that distressing household chore of washing-up turned the inventive mind to a remedy—oddly enough, the inventive mind of a novelist, not a scientist. Re-reading Arnold Bennett's *The Card*, published in 1911, I found that in his labour-saving house, into which he tricked his obstinate old mother, "Denry" Machin had installed an electrically-driven washer-up, "a tank provided with ledges and shelves and grooves in which everything except knives could be washed and dried automatically." The house, of course, had other "modern" devices, central heating, gas-fires, rounded corners and "h. and c." in every bedroom, tiled bathrooms, black china door-knobs and banister rails, a vacuum cleaner and a tap that shot a jet of hot water on the front-door steps. No purchase tax interfered with the enjoyment of these labour-saving devices by the Machin pioneers. From which I deduce that, if Arnold Bennett was not a prophet, he could have made a fortune as an inventor with his old wives' dream as quickly as he made it with his *The Old Wives' Tale*.

Obscene Publications.—The report of the Select Committee on obscene publications has been praised as lucid and practical. It sets out headings for the assistance of drafters of a long-overdue measure of reform. Pornographic literature — the "under-the-counter" stuff—is still a lucrative and busy trade. Every effort should be made to exterminate it. It is right that a book should be judged as a whole and not by one purple passage or so, and it is unreasonable to expect that every bookseller or library must read each book they display from cover to cover in order to protect themselves against the law of obscenity. It is true, too, that so-called civilised adult opinion on the airing or concealment of evil and vice alters generation by generation and to-day favours no skeletons in the cupboards. It is equally true that before a prosecution is instituted, not only should the Director of Public Prosecutions be consulted, but expert opinion should be heard on the literary and artistic merit of the publication such as has in the past excused the "strong" or purple passages of classic writers, acceptable in their own day but too strong meat in Victorian days. It may be right and healthy that the artist should probe to the depths human frailty, though there will always be a proportion of readers whom he will shock. Nevertheless, Mr. Justice Stable's admired dictum that to corrupt and deprave does not mean to shock and to disgust is not as clear (to me) as a guide to legislation as it perhaps should be. A bookseller should be able to recognise at a glance the "under-the-counter" stuff and to reject it offhand. Its crudity is apparent on the first page. But surely that type "shocks and disgusts" rather than "corrupts and depraves." It is the artist and Academician who alone can make vice attractive, and so can corrupt. The pornographic penny-a-liner makes it disgusting or merely comic to people of some education. The novelist who aspires to be an artist and claims the artist's privileges, knows well that "exploring the depths" *is* an aid to circulation.

SIGNING A £7,000,000 COMET CONTRACT: Lord Douglas of Kirtleside, Chairman of B.E.A., signs a contract with the de Havilland Aircraft Co., Ltd., for the Corporation's first jet air-liner, the Comet IVB. Watching him sign is Mr. A. F. Burke, Managing Director of de Havillands. The contract, which with spare parts is valued at about £7,000,000, is for six of these aircraft, to be powered by Rolls-Royce Avon engines.

High Cost of "Gardener."—It is a commonplace that a century ago a man could walk into Christie's or Sotheby's and, leaving a £2 reserve, find himself by afternoon the owner of a work of art which would sell to-day for £300 or more. Twice in the past decade I have so reaped the harvest of my grandfather's shrewd investment of his very sparse surplus guineas. Two pounds was, of course, more than chicken-feed in 1850, but it would not represent the five-figure sums paid to-day for sketches done by artists now world famous, who in their early days would have sold them for the price of a drink. £20,000 is a high price to pay for a water-colour sketch, even by Cézanne, and I suppose we are entitled to describe the world of art as haywire. 150 years ago art was the interest of the few and their tastes were conservative. In Victorian times that interest had widened and the contemporary painters often got higher prices than the old masters. To-day's fantastic prices paid for the work of artists who often had a struggle to live in their lifetimes are no proof that art critics *commencent à voir clair*. It is proof that there is a vast amount of money to burn, that that money has lost four-fifths of its purchasing power and that the fool and his money, as of old, are sometimes soon parted. Forty years on, will Cézanne's "Gardener" fetch £20,000 at auction? If I knew, my grandchildren would ride in their space-ships.

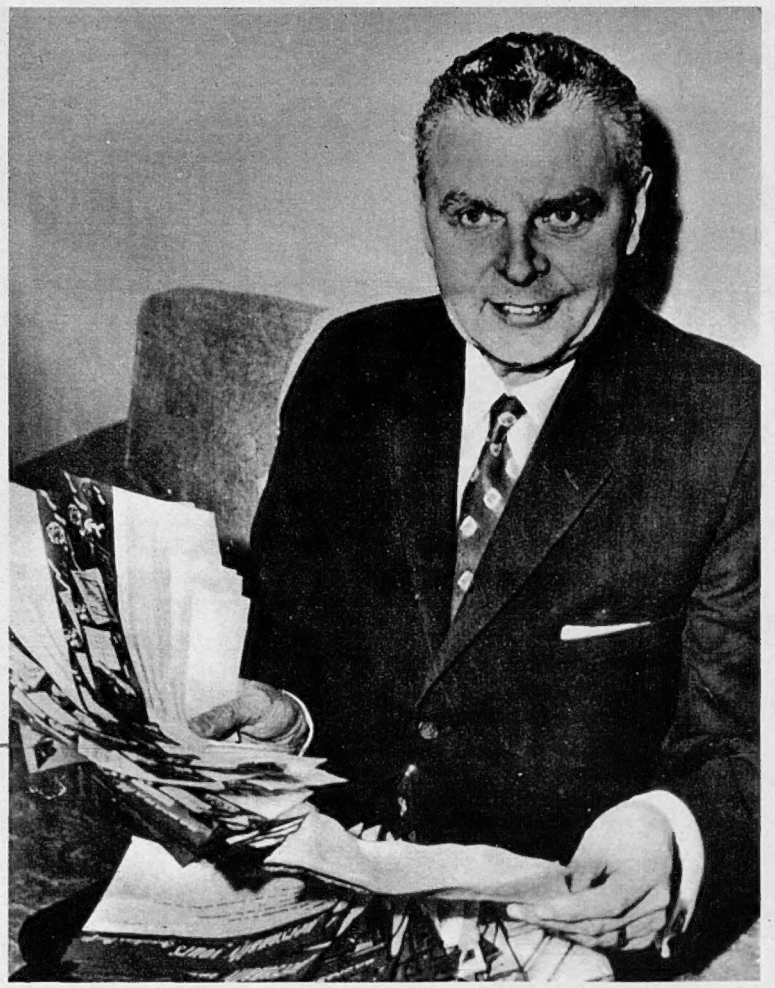
Catechism: "Then" and Now.—It is good news that a commission of fourteen churchmen are to revise the Catechism. I wish that their functions might be enlarged, with the aid of musicians, to prune the Hymnal still further of turgid tunes and words. The Hymnal is in more regular use than the Catechism and some of its numbers still available for selection are a real deterrent to public worship. The modern mind and ear cannot endure them. But the terms of reference as stated will, I hope, remove what has been a stumbling-block in the Catechism for generations of properly-brought-up children. "What did your godfathers and godmothers *then* for you?" I used to wonder whether the verb "to then" covered more than the gift of a mug. That, at least, was the strict interpretation put on it by my godparents, who promised so rashly for me more than I could manage to perform. Another obscurity of my childhood was found in a collect, and embarrassed me at family prayers in my childhood: "Almighty God, who hatest nothing but the housemaid." I often wondered why the housemaid, whose back view ranked No. 3 in the hierarchy of the kneeling female servants, never rose in protest.

THE OLD STAGER

EASTER AT HOME AND ABROAD

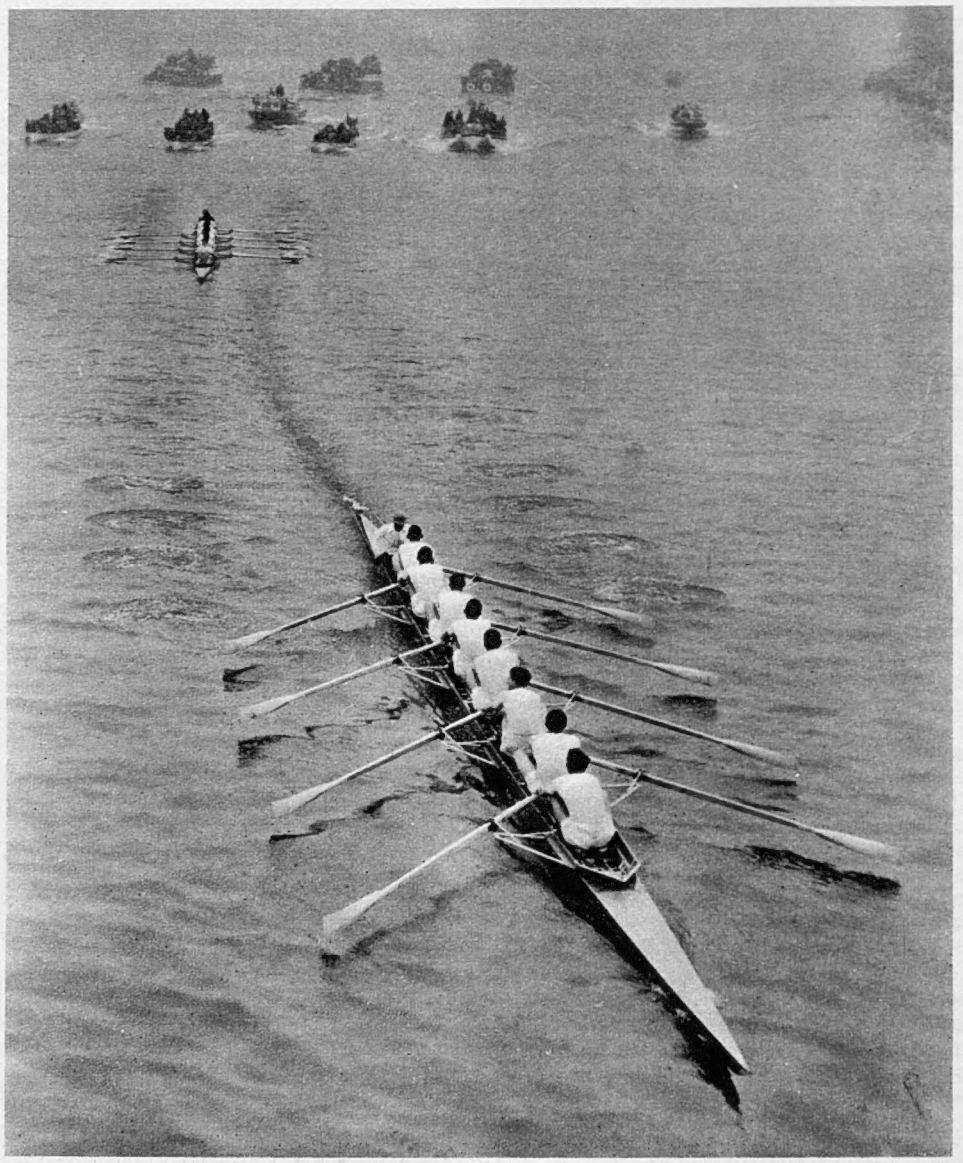
Mr. Khrushchev in Hungary ; Mr. Diefenbaker's Election Triumph ; The Anti-H-Bomb March and the Boat Race

THE SOVIET PRIME MINISTER IN BUDAPEST: Mr. Khrushchev stands in the Hungarian capital with Mr. Kadar, the Secretary-General of the Hungarian Communist Party, after laying a wreath on the Soviet War Memorial. The newly-appointed Soviet Premier spent Easter in Hungary, the occasion for his visit being the National Day celebrations (the thirteenth anniversary of the Red Army's expulsion of the Germans from Hungary). In his tour of the country he made a number of speeches in which he referred to the suppression of the Hungarian rising of 1956 by the Russian Army. He said that before the Kremlin decided to dispatch the troops "we had painful nights and days." Mr. Khrushchev received little applause from his audiences and in at least one place there was subdued heckling.



A LANDSLIDE VICTORY FOR MR. JOHN DIEFENBAKER: The Canadian Prime Minister is seen reading telegrams of congratulations after leading the Progressive Conservative Party to victory in the General Election. His party has won at least 209 of the 269 seats in the House of Commons with a majority of over 150. The Liberal Party, which the Conservatives defeated by a narrow majority less than a year ago, has 48 seats. At the dissolution of the last Parliament the Conservatives held 113 seats. In the recent election the Social Credit Party lost their 19 seats and the Co-operative Commonwealth Federation was reduced from 25 to 8.

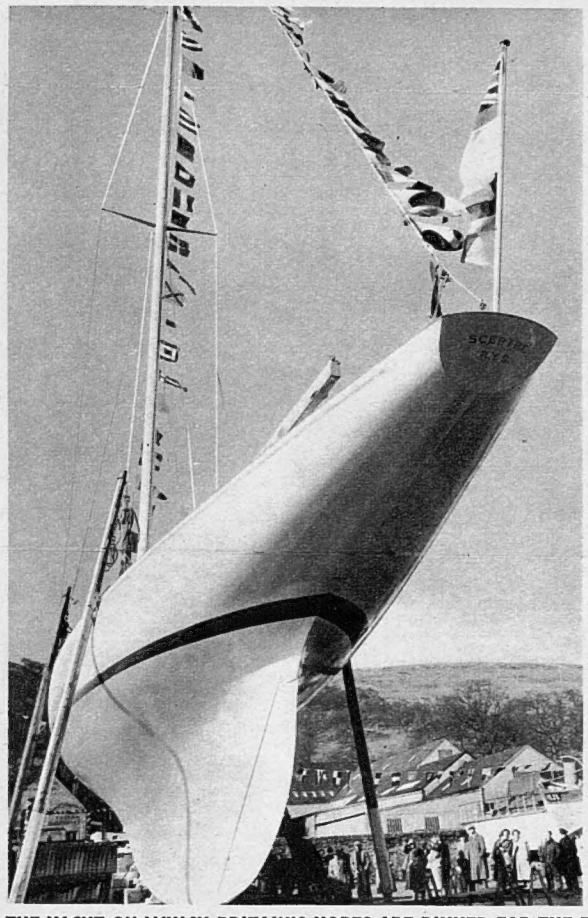
THE END OF THE MARCH OF PROTEST AGAINST THE H-BOMB: Part of the crowd estimated by the police at about 5,000 listen to the speeches at the meeting held last Monday outside the wire guarding the Atomic Weapons Research Establishment at Aldermaston. Many of them had marched 50 miles in four days starting from a rally organised by the Committee of the Campaign for Nuclear Disarmament in Trafalgar Square on Good Friday. Among the speakers at Aldermaston were Mr. Stephen Swingler, M.P., the chairman of the Victory for Socialism group, and Dr. Niemöller, resident of the Evangelical Church in Hesse, who had come from Germany to address the demonstration.

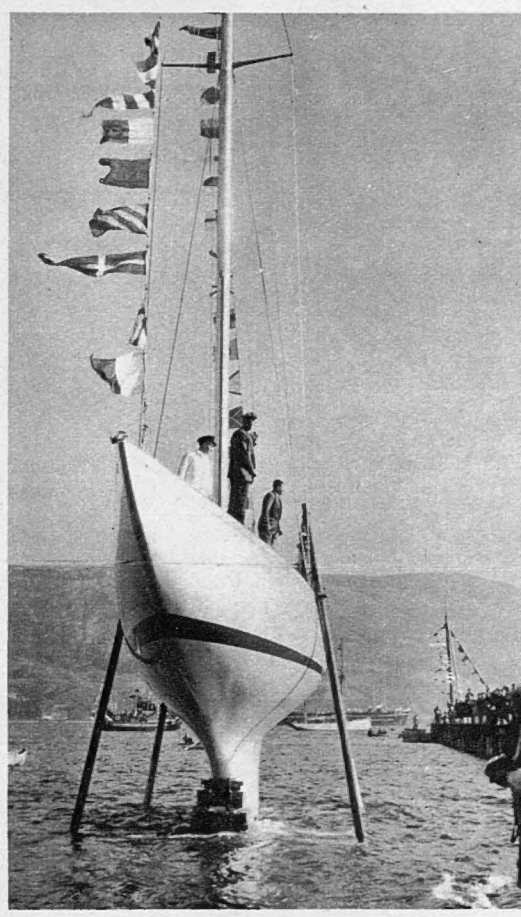


CAMBRIDGE WIN THE 1958 BOAT RACE: Approaching Hammersmith Bridge the Light Blues are over 2 lengths ahead of Oxford. Cambridge went on to win by 3½ lengths. The weather—rain and mist—was bad for spectators but a strong tide flowing up the river and a south-west wind gave good rowing conditions. Cambridge won the toss and chose the Surrey station. They made much the better start and before the end of the Fulham Embankment there was daylight between the crews. The Light Blues continued to increase their lead over the course and rowing with magnificent rhythm they finished in 18 mins. 15 secs. (the third fastest time for the race). In spite of many gallant efforts by their stroke, Edwards, Oxford were never in the picture. Their defeat has added to the controversy regarding the styles and rig of the crews and boats, Oxford favouring the American and Cambridge the more orthodox methods.

The Launching of "Sceptre"

Britain's Challenger for the America's Cup Leaves the Stocks on the Firth of Clyde

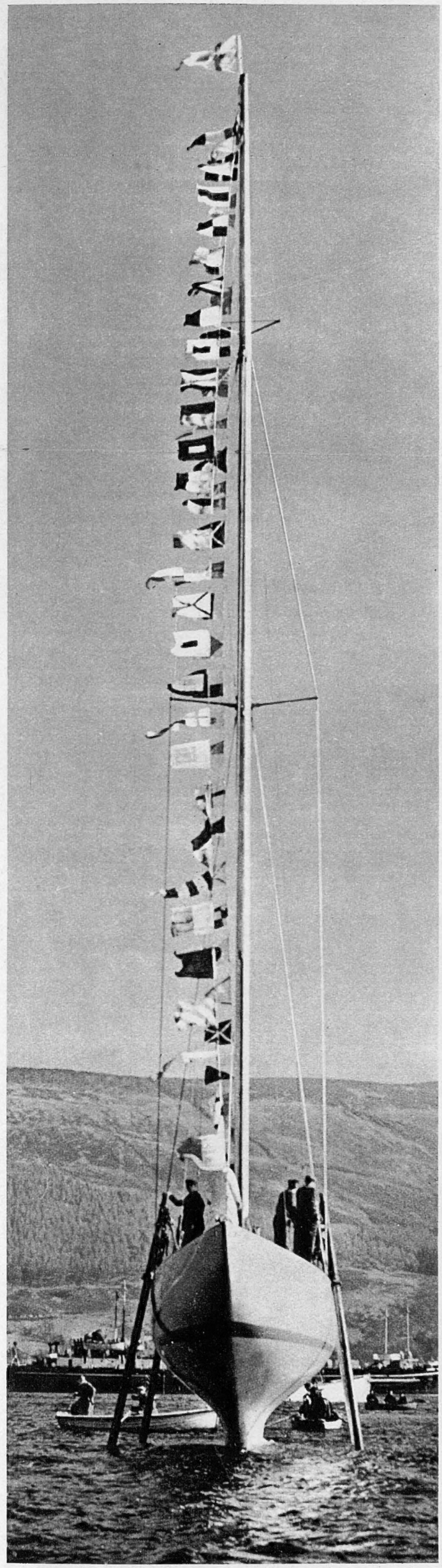




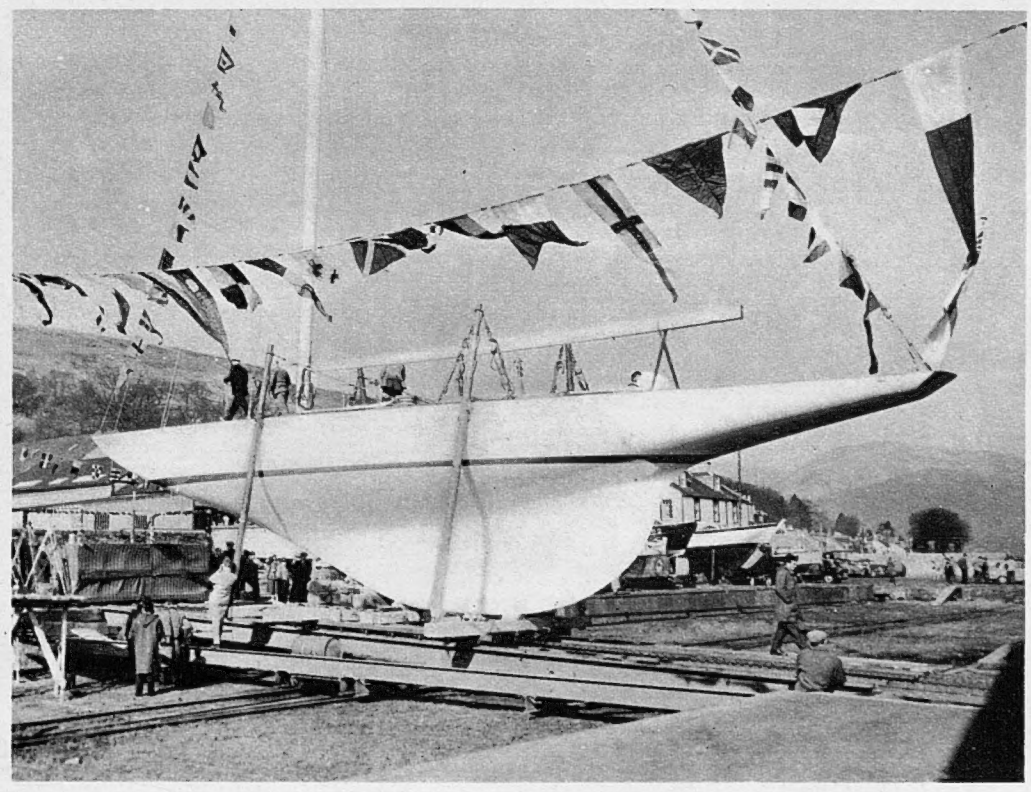
THE YACHT ON WHICH BRITAIN'S HOPES ARE PINNED FOR THE RECOVERY OF THE AMERICA'S CUP AFTER MORE THAN 100 YEARS: *Left*—*Sceptre* is seen ready for launching. *Right*—She is in the water. The vessel is 70 ft. overall, with a 12-ft. beam and a 9-ft. draught. The race for the trophy takes place in September.

On left—

BACKERS OF BRITAIN'S CHALLENGE: Some of the members of the syndicate which has financed the building of *Sceptre* stand together in the shipyard at Sandbank, on Holy Loch, in Scotland. From the left they are: Sir Peter Hoare; Lieut.-Colonel Arthur Acland; Mr. Bertram Currie; Mr. Hugh Goodson; Viscount Runciman; and Mr. Charles Wainman. Mr. David Boyd, the yacht's designer, is on extreme right, and in front of Mr. Goodson is his son Alfred. *Sceptre* was launched last week by Lady Gore, the wife of Sir Ralph Gore, the Commodore of the Royal Yacht Squadron, in Alexander Robertson's yard where the craft has been built.



AN HISTORIC OCCASION AT HOLY LOCH: Dressed overall *Sceptre* takes to the water at Sandbank. *On right*—The seventeenth challenger for the America's Cup lies on the stocks just before the launching.



Forty Years of the R.A.F.

The Queen and Members of the Royal Family Attend a Celebration Dinner

MEMBERS OF THE ROYAL FAMILY ATTEND A DINNER AT STANMORE, MIDDLESEX, TO MARK **THE FORTIETH ANNIVERSARY OF THE ROYAL AIR FORCE:** From the left at the Queen's table at the Fighter Command headquarters at Bentley Priory are Mr. George Ward, Secretary of State for Air; the Queen; Marshal of the Royal Air Force Sir Dermot Boyle; the Queen Mother; Marshal of the Royal Air Force Sir John Salmond; the Duke of Gloucester, and Marshal of the Royal Air Force Lord Tedder. In addition to other members of the Royal Family there were representatives of other services and of the Commonwealth. The Queen spoke in reply to a speech by Mr. Ward and proposed the toast to the Royal Air Force.

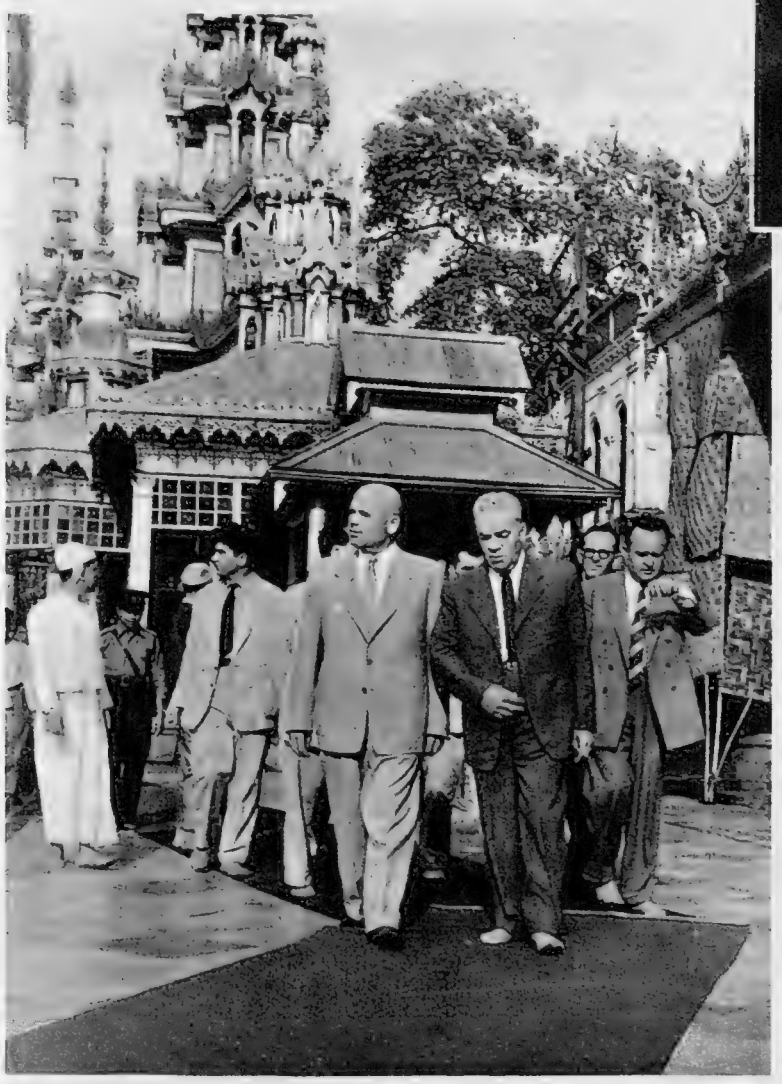
THE ROYAL PROCESSION TO THE DINING-ROOM: *Left*—Mr. George Ward accompanies the Queen in the procession at Bentley Priory. They are followed by the Duke of Edinburgh and Sir Dermot Boyle. *Right*—Princess Margaret and Marshal of the Royal Air Force Lord Newall are followed by the Duke of Gloucester and Lord Tedder. The Duchess of Gloucester, the Duchess of Kent and the Princess Royal were also present. Bentley Priory was a control point during the Battle of Britain.

The News in Pictures

A TWENTY-FOUR-HOUR PROTEST STRIKE IN FRANCE: Private cars and taxis jam the Place de la Concorde in Paris as thousands of surburban workers, deprived of public transport by a twenty-four-hour strike of nearly 1,000,000 public servants in protest against the rising cost of living, make their way into the city independently. At one point the congestion was so great that troops had to be called in to assist in clearing the roads. Although a few long-distance steam trains were running, the Métro was brought to a complete halt and only twenty of the city's 2,108 buses were running. The most serious aspect of the strike was the warning note it had sounded of mass discontent among State employees, and the threat that this could represent to the Government's whole policy of trying to prevent the inflationary spiral of wages and prices from continuing its course unchecked. During the strike offices of the Paris Social Security Service were closed but hospitals kept open.

A DESOLATE STREET: Garbage is piled on a pavement in Paris. During the strike throughout France dustbins remained unemptied in most districts. Over most of the country, workers in the nationalised gas and electricity industries were absent from their posts for some part of the day.

MAKARIOS UNVEILS A PLAQUE COMMEMORATING CYPRIOT DEAD: At Pyrgos, in the Western Peloponnese, Archbishop Makarios (on the left) stands in front of the marble plaque which he has just unveiled. He is surrounded by members of the Cyprus underground organisation E.O.K.A. The memorial is to the Greek Cypriots killed during recent campaigns in Cyprus. Before the ceremony the Archbishop conducted a Requiem in Memoria. Later, in Athens, he saw members of A.K.E.L., the Cyprus left-wing organisation which has differences with E.O.K.A.

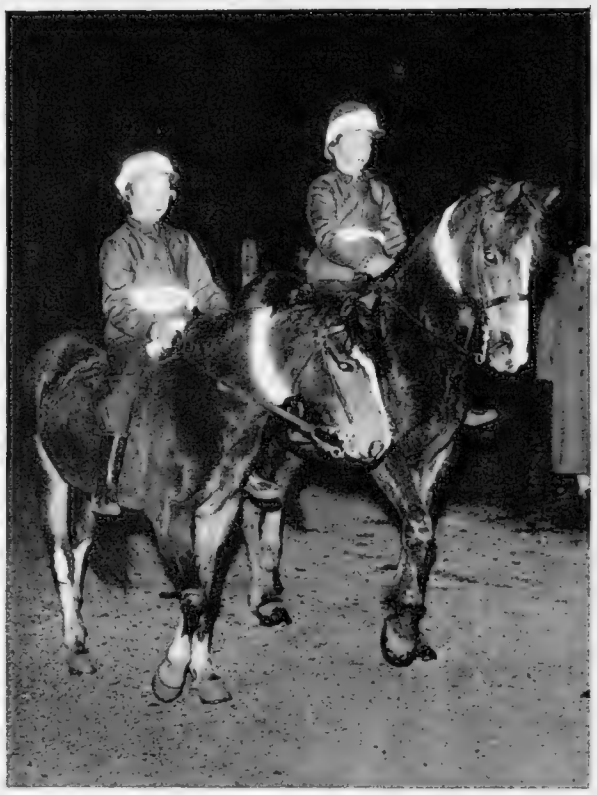


THE RUMANIAN PREMIER IN BURMA: Mr. Chivu Stoica, the Prime Minister of the Rumanian People's Republic, wearing a light suit, walks with Mr. Emil Bodnaras, vice-president of the Council of Ministers, and other Rumanian officials, after visiting the famous Burmese Schwe Dagon pagoda, in Rangoon. The party made the visit to the pagoda, seen in the background, during a four-day goodwill visit to the capital of Burma at the end of last month.

MR. MACMILLAN IS INTERRUPTED DURING A LUNCHEON SPEECH: A young bearded man, apparently a member of the League of Empire Loyalists, suddenly appeared behind the top table to interrupt Mr. Macmillan while he was proposing a toast to Mr. Dag Hammarskjöld, on the far left. The luncheon was given at the Dorchester Hotel, in London, by the United Nations Association in honour of Mr. Hammarskjöld, Secretary-General of U.N. The Prime Minister continued speaking unruffled while the man was quietly escorted from the room.

THE NEWS IN PICTURES

INCREASED COMFORT FOR PASSENGERS AT AN AIRPORT IN THE UNITED STATES : A covered gangway runs out from the air terminal building to the door of an airliner at O'Hare Airport, in Chicago. The structure, which is known as the "aero-gangplank," is held above the ground by two supports, one fixed, the other mobile. The fixed support holds one end of the gangway to the exit from the terminal building. With the aid of pivoting mechanism it can swing the gangway through an arc of 120 degrees to direct it to an aircraft. The mobile support, which is seen behind the wing of the plane, is mounted on a power-driven "dolly" with rubber wheels. Hydraulic cylinders at the sides of the support allow the height to be adjusted so that the gangway can be placed into the door of an airliner.



On right—

NIGHT SAFETY TESTS IN THE NEW FOREST: June Ings (left) and her sister Gaye ride their ponies, Nanette and Dawn, near Brockenhurst in an experiment for reducing the number of accidents at night to ponies in the New Forest. The bands round the caps and the waists of the riders and the necks of their mounts reflect the light from the lamps of cars. The ponies also have reflecting tail bands.

CONQUERORS OF THE SOUTH POLE RETURN TO ENGLAND: Cadet Colin MacDonald (left) holds Mutt and Cadet John Leslie has Nanook on board the S.S. *Gallic* at the Royal Albert Docks, London. The huskies were two of the eight which arrived back from Antarctica last week. All the dogs went with Dr. Fuchs from Shackleton Base to the Pole, from where they were flown to Scott Base. Dr. Fuchs made the second half of his epic trans-Antarctic journey with his tracked vehicles only.

PICASSO MURALS FOR UNESCO'S NEW HEADQUARTERS: In Vallauris, in south France, Pablo Picasso stands by some of the panels which he has painted for the new Unesco building in Paris. The artist had just handed over his vast mural to Dr. Luther Evans, the Director-General of Unesco. The forty panels will cover an area of nearly 900 sq. ft. and face the entrance to the covered approach joining the Secretariat and Conference Buildings.

AN ANTI-H-BOMB MEETING ON TOWER HILL, IN LONDON: Dr. Donald Soper, the Methodist Minister, addresses a crowded lunch-time gathering at one of London's traditional free-speech forums. He has for long been a leading advocate of pacifist views and is a sponsor of the Campaign for Nuclear Disarmament, one of the organisations supporting the mass protest march against the hydrogen-bomb and missile bases, which was due to be made last week-end. The march was planned from London to the Atomic Weapons Research Establishment at Aldermaston, Berks.

THE NEWS IN PICTURES

THE VICTOR OF THE TORRINGTON BY-ELECTION TAKES HIS SEAT: Mr. Mark Bonham-Carter (left) walks to the House of Commons with Mr. Wade, the Liberal Chief Whip. At Torrington the Liberals won their first by-election for nearly thirty years.

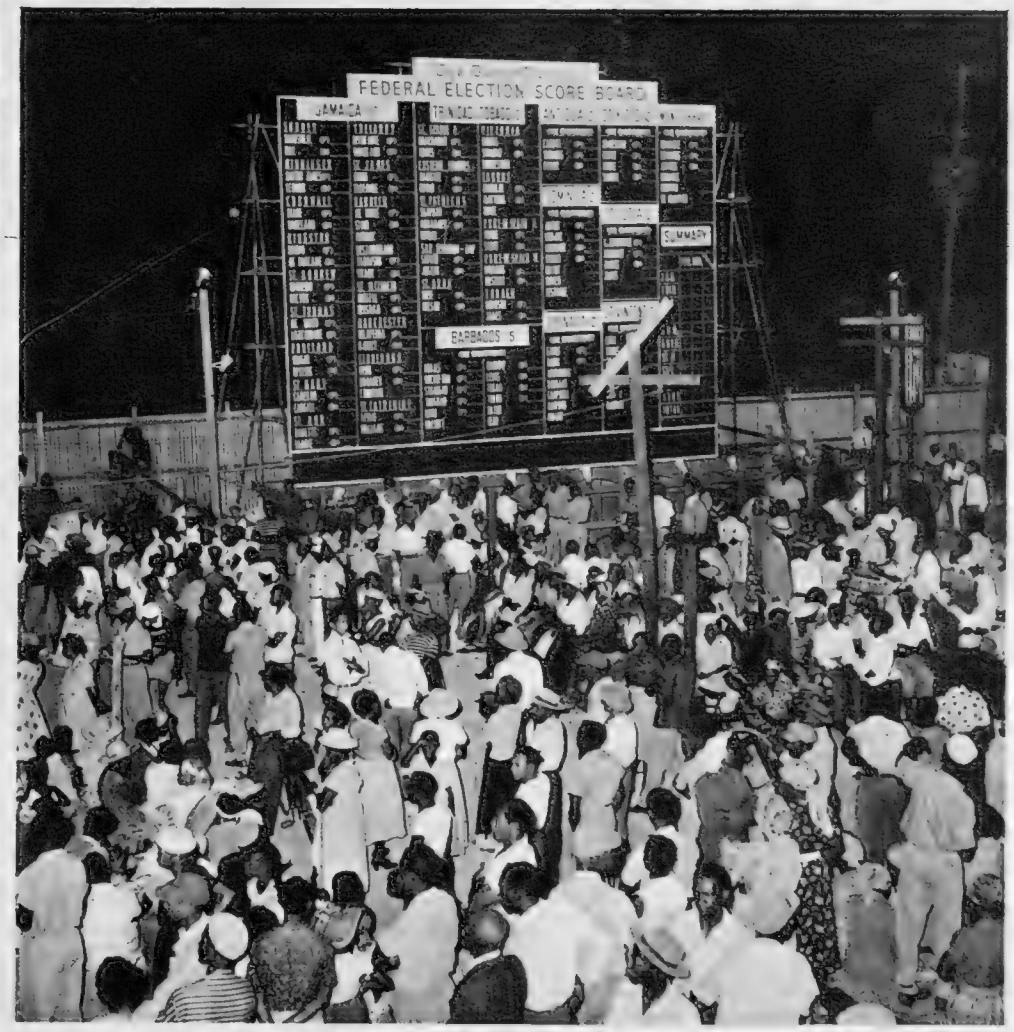
CELEBRATING THE GREAT LIBERAL VICTORY: Before the luncheon given in his honour at the National Liberal Club in London, Mr. Mark Bonham-Carter is with his mother, Lady Violet Bonham-Carter, and Lord Samuel. Lady Violet is the daughter of H. H. Asquith and so, after the luncheon, the new Member for Torrington went down to the House to carry on a great family tradition. Lord Samuel is one of the two survivors to-day of the famous Asquith Cabinets of the years before the First World War. The other is Sir Winston Churchill. Some 200 members and guests gathered at the luncheon last week to celebrate the Liberal victory by 219 votes at Torrington. They heard Lady Violet compare the Liberal Party of to-day to "an army of liberation."

OPERATIONS IN INDONESIA: Government troops board a lorry in Prapat, in northern Sumatra, which had been evacuated by the rebels. In the background is a building which had suffered from bombing by Government aircraft before the Government forces entered the town.

***On left*—**

AFTER THE REBEL WITHDRAWAL: Vehicles which had been attacked by Indonesian Government aircraft lie in a street in Prapat. At the beginning of the month the Indonesian Government was reported to be stepping-up its campaigns against the rebels in North and Central Sumatra.

FIRST FEDERAL ELECTIONS FOR THE WEST INDIES: At a rally on Kingston Racecourse, Jamaica, supporters of the Democratic Labour Party cheer the news that they have won twenty-one seats in the election for the West Indies first Federal Parliament. However, their opponents, the Federal Labour Party, won twenty-three seats. *On right*—A crowd is gathered round a huge scoreboard which has been set up on the racecourse to announce the results. At first it was feared that a deadlock would result from the elections, during which not much more than a third of the electorate voted. However, a final re-count in a Jamaican constituency transferred the seat to a Federal Labour Party candidate, who was found to have won by 189 votes. This gave the Federal Labour Party twenty-three seats. As the single independent candidate elected to the Assembly from the Barbados National Party was reported to be backing the Federal Labour Party, Sir Grantley Adams, Premier of Barbados, was expected to form a Government and become the first Federal Prime Minister. Neither of the two obvious candidates, Mr. Manley (Chief Minister of Jamaica) and Dr. Williams (Chief Minister of Trinidad), stood in the Federal Election.



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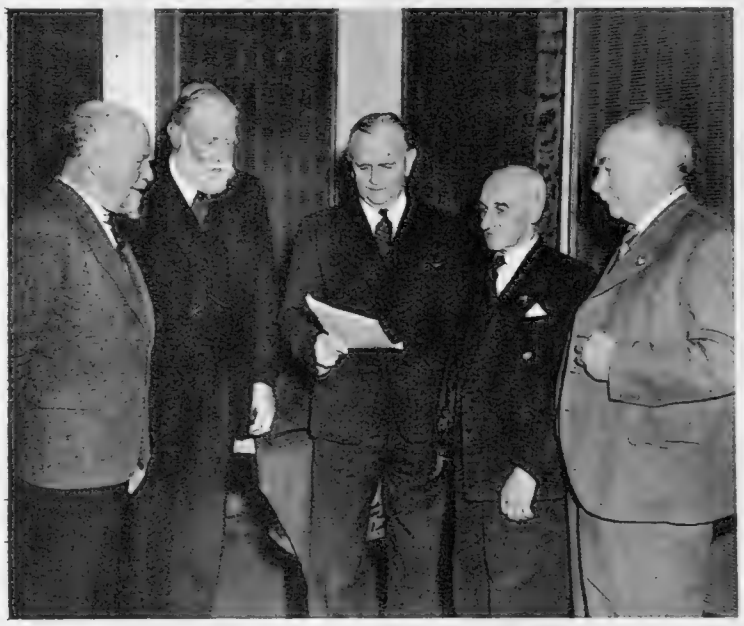
THE NEWS IN PICTURES

THE FIRST CARGO OF NIGERIAN OIL IS UNLOADED AT SWANSEA: In a ceremony on board the tanker, *Clyde Crusader*, of the British Petroleum Clyde Tanker Company, Mr. M. T. Mbu, the Commissioner for Nigeria (the centre of the three figures standing on the pipes), is about to open a valve to start the discharge of the cargo of 7,000 tons of crude oil which the tanker had brought from Port Harcourt for processing. It was the first cargo of crude oil from Nigeria to reach the United Kingdom and it was unloaded at Queen's Dock, Swansea, oil port of the British Petroleum Llandarcy refinery. Standing on Mr. Mbu's right is Captain C. Spark, Master of the *Clyde Crusader*, and on his left Mr. A. E. C. Drake, a director of British Petroleum Trading Ltd., who invited the Nigerian Commissioner to perform the ceremony.

GREEK CYPRIOTS CELEBRATE THE 137TH ANNIVERSARY OF GREEK INDEPENDENCE: A group of schoolchildren lead a parade through the packed streets of Nicosia on the occasion of celebrations in commemoration of the 137th anniversary of Greek Independence. The following day—the third anniversary of the outbreak of terrorism in the island—there were five bomb explosions in the Famagusta area and a Greek Cypriot was shot dead in Nicosia. The bomb explosions in Famagusta began shortly before midnight and continued the following morning. One explosion occurred in workshops in Famagusta harbour, almost destroying a diesel engine stored there. There were also explosions in two N.A.A.F.I. premises and although no casualties were caused, one storeroom, at Four Mile Point military camp, was badly damaged. An incendiary bomb started a fire in the register office in the Famagusta district court of the District Commissioner's block. The shooting coincided with the distribution of Eoka leaflets.



On right—

RECALLING THE BATTLE OF ZEEBRUGGE: Some of the survivors of the battle forty years ago meet at the B.B.C. studios in London to prepare for a feature programme to be broadcast on St. George's Day (April 23). They will give their recollections of the raid. From the left are: Mr. V. J. Whelham; Admiral Sir Victor Crutchley, V.C.; Major-General C. R. W. Lamplough; Mr. W. J. Martin; and Mr. G. J. Moyse, the honorary secretary of the Zeebrugge (1918) Association.

STIRLING MOSS RECEIVES THE SEGRAVE TROPHY: The British racing driver (on the right) shakes hands with Mr. Wilfrid Andrews, Chairman of the R.A.C., at the club in London. Moss had received the Segrave Trophy. He gained the award "for his outstanding performances with a Vanwall car."

AIR CRASH NEAR BISHOP'S STORTFORD, IN HERTFORDSHIRE: The surviving tail unit dominates the scene after the crash of a Hermes aircraft in a field at Manor Farm, at Meesden. The aircraft caught fire and the fuselage was burnt out. All three members of the crew were killed. There were no passengers. *On left*—A general view of the scene of the crash showing the extensive damage to the plane. Police and firemen stand by the wreckage. The aircraft, owned by Skyways, of London, was on a test flight from Stansted Airport, in Essex, about four miles away. At the scene of the crash, wreckage was strewn along a trail extending to about 100 yards. The aircraft had come to rest near cottages after ploughing across the field.

World Affairs

The Mystique of the Foreign Secretary

By JOHN CONNELL

THE formation and growth of an angry myth in politics, and the substitution in the public mind of a Guy Fawkes dummy for a real man of flesh and blood, with real failings and real virtues, are subjects which the student would do well to ponder. Now I come to think of it, there is every likelihood that on some distant campus—Canadian probably—a weighty post-graduate thesis is even now being meticulously prepared. In my lifetime I have seen more than one statesman of talent, industry and integrity turned into a Guy Fawkes, a ritual victim of the perpetual bonfire which is kept smouldering on the left wing. This fate has befallen, in particular, two Foreign Secretaries within a quarter of a century, John Simon and Selwyn Lloyd, both lawyers, both educated at Fettes.

The office of Secretary of State for Foreign Affairs is still invested—in spite of all the political and diplomatic vicissitudes through which our country has passed—with an aura all its own. The holder of it is expected, by Parliament, the Press and the public, if not by himself or his Cabinet colleagues, to be a man set a little apart, and to possess special qualities and a special outlook; he presides over a *mystique* as well as over a major department of State. No other of the great offices under the Crown is so steeped in this feeling. The Law Officers, eminent figures in their profession, do not have it; of the Service Ministers the First Lord once possessed it. There was a magical authority about the phrase, the Board of Admiralty, but it is gone now. It still clings stubbornly to the Foreign Office.

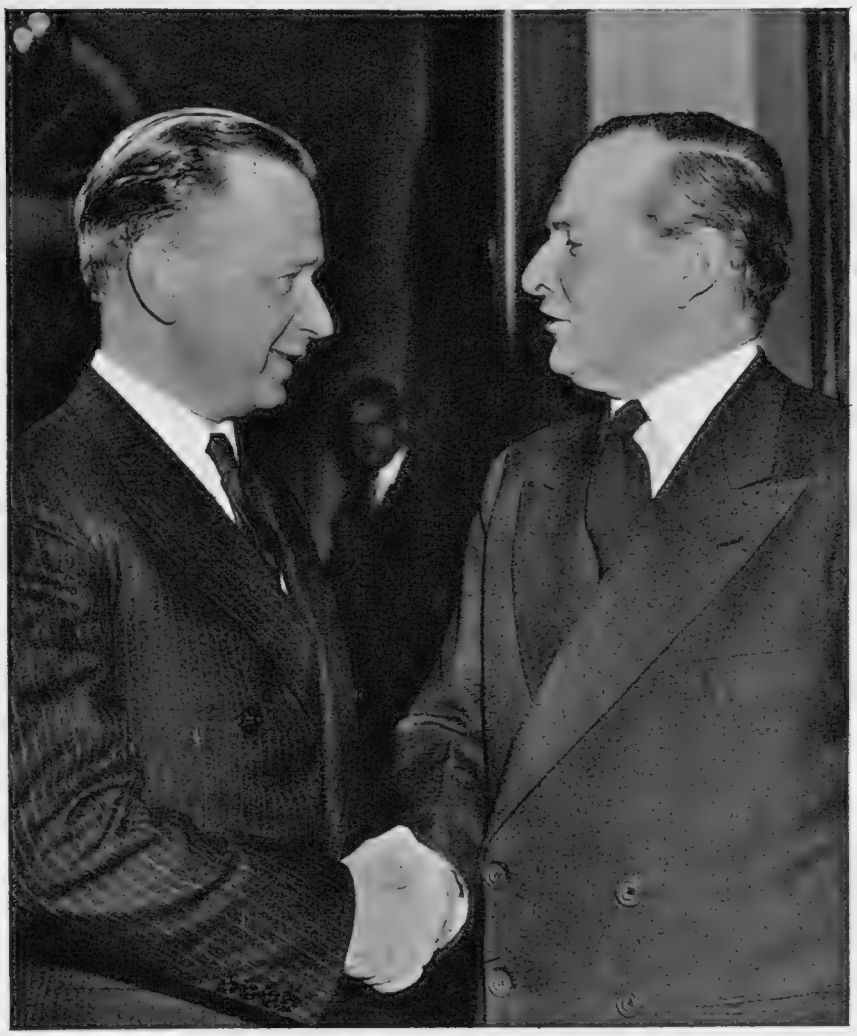
The Foreign Secretary, if he holds his post for any length of time, becomes identified to a marked degree with the Office of which he is the political head. Its personality—and no other department of State possesses so strongly individual a personality—and his become interwoven; his fate, whether harsh or splendid, is the Office's fate. And since foreign affairs are the especial, recurrent obsession of the more perverse and malicious mythmakers in and on the fringe of our political life, this accounts for the conversion of a blameless, efficient and high-minded man into a sooty, sinister-farcical Guy Fawkes. There are, however, compensations; the Secretary of State may be misunderstood and maligned outside the Office; inside it he is at home in a family, with a family's ease and frankness and affection.

Is it possible to imagine, for example, that any other department would put on, for its political chief, the sixpence-a-head party which the Foreign Office gave to Ernest Bevin on his seventieth birthday? Is this to say that, during the stormy and eventful years of Bevin's tenure of office, he had become a kind of father-figure to his subordinates? Or is it really to say that the work of diplomacy is different in essence from the work of every other Government department, that diplomatists are different from other civil servants, and that the political head of the Foreign Office—if he is to make anything at all of his duties—must strive to think and act as a diplomatist and forget that he is a Party politician in a Parliamentary democracy?

Such a position and such an outlook, we have often been told, at once aloof and charged with the humility of a unique and indivisible responsibility, were all very well for a Salisbury or an Edward Grey, for a Curzon even, but they are unsuited to the contemporary scene, to contemporary stresses and pressures. The *mystique* may have had some meaning when international relations were the enclosed preserve of a small leisured class, but our century has broken down artificial economic and social barriers and become the age of the Common Man.

In such an age (it is asserted) the man who has to sit at a table and negotiate with Khrushchev and Dulles needs no qualities, no training, no outlook different from those required by a man who has to sit at a table and negotiate with employers' and trade union representatives in an industrial dispute. For those who argue thus there is a warning (which they disregard) in the melancholy fate which overcame Neville Chamberlain who, as Prime Minister, elbowed his Foreign Secretary into insignificance and thought that he could negotiate as easily and sensibly with Hitler as he had, in other departments, with Bank of England representatives or experts on slum clearance.

In all other departments of State the political head obviously reassesses from time to time the work of his department: how much has been achieved since he took office, what kind of programme is there to be fulfilled before the General Election? But it is a sheerly pragmatical evaluation; there is no need for the Minister of Fuel and Power or the Minister of Transport or the Minister of Works to reconsider and attempt to re-state the philosophy and fundamental principles of his task. But however much he may be compelled to move, day after day, month after month, from expedient to expedient, the Foreign Secretary would be singularly ill-suited for his task if, constantly in private and on the appropriate occasion in public, he did not reconsider and strive to co-ordinate the principles on which he works. He is not simply an administrator; he is a maker of policy. To discharge his task, he must meditate upon it as much in general as in detail, and he must expound the results of his meditations.



AN IMPORTANT VISITOR SEES THE FOREIGN SECRETARY: Mr. Dag Hammarskjöld, the Secretary-General of the United Nations, is being greeted on his recent visit to London by Mr. Selwyn Lloyd at the Foreign Secretary's official residence in Carlton Gardens. In the article on this page Mr. Connell refers to Mr. Lloyd's four principles for a Foreign Secretary which he enunciated last year at Liverpool University.

Successive Foreign Secretaries in recent times—few have been as massively and purposefully inarticulate as Lord Salisbury—have recognised this obligation and sought to fulfil it. Lord Halifax's rare speeches on this theme in 1938-40 were as lucid, as nobly phrased and as admirable as his day-to-day actions were controversial. Anthony Eden, in his two long spells as Secretary of State, was an agreeable and energetic exponent of the commonplace in language that was facile and easily forgettable. Ernest Bevin wreaked total havoc with syntax and grammar, yet out of his bewilderingly convolute sentences there often emerged a strong, dedicated and noble sense of purpose. Of course in speechmaking of this kind the Office is eager to take a hand; it is called "preparing a brief."

Harold Macmillan, in the enchanting oration which he delivered when he and the Lord Chancellor were being dined by the Balliol Society last summer, described it thus: "Speeches are written in the Department and revised and corrected in the Private Office. In the more ruthless and sophisticated Ministries, like the Foreign Office, the procedure is quite open and unashamed; and the text is placed in the Secretary of State's hands a few minutes before it is due to be delivered."

Yet in all major utterances the Secretary of State must declare his purpose, his faith. These may be—and usually are—identical with the Office's, but when he speaks thus he assumes a responsibility only equalled or excelled by the Prime Minister's, and he deserves a similar hearing. It might be salutary, for once, to regard the present Secretary of State in this light and not as the present Opposition's Guy Fawkes.

When, last July, Selwyn Lloyd received an honorary degree of Doctor of Laws at Liverpool University, he enunciated four articles of faith which he said he regarded as the principles by which he had to try to discharge his responsibilities:

"First, to seek to preserve the world from the horrors of another world war and therefore to seek settlements of problems likely to cause war; secondly, to seek to create a world instrument endowed with the necessary authority not only to keep the peace but to see that regard is paid to international contracts and obligations; thirdly, to work for a comprehensive disarmament plan, properly controlled, so that the world may be free from the threat of war and the burdens of armaments both nuclear and conventional. Fourthly, while working for these other objectives, to seek to maintain the security, the strength and the influence of this country, the centre of a unique Commonwealth, the most enlightened and unselfish colonial Power the world has ever known."

All men in politics stand to be judged by their works as well as by their faith. But faith has its very real place, and is not to be derided or ignored. Success and failure in international relations are enormous and complicated concepts. It cannot be claimed that the reputation of any Foreign Secretary in our era, from Edward Grey to Selwyn Lloyd, is unblemished by failure in some specific aspect of his task. The relevant question is this: is it, not in comprehension and formulation, but in day-to-day execution, too vast for one man, however intelligent, however willing, however devoted to the public weal?

Far more than any other branch of statesmanship, the conduct of foreign relations demands time—not time to be frittered away in insubstantial, transient and disconnected activities, but time for thought. And this time no Foreign Secretary is ever granted. He is never allowed to be still. He is perpetually in motion; the aircraft, the telephone and the teleprinter have robbed him—and with him all his subordinates—of stillness. There is an endless sequence of conferences, held in cities thousands of miles apart, in climatic conditions that vary from one extreme to the other, so that the body, long before the spirit or mind, falters and sags. It may be funny to see some hapless Minister emerging from an aircraft (to face batteries of cameras and microphones) in a blazing Middle Eastern noonday, clad as if for a cool spring morning in London; but the poor chap is the victim of something worse than a servant's forgetfulness. The unsuitability of his garb is merely a symptom of the crazily cruel strain of the whole system. He is in Damascus to-day; he will probably be in Srinagar or Johannesburg before nightfall, and in transit he will be working the whole time.

The electorate, in whose interests this strain is inflicted, take it for granted. But under its impact decisions are taken—decisions, almost always, of the utmost gravity. Now politicians reach eminence by being able to take decisions; the habit thus formed continues, and decisions are made when the capacity to judge whether or not a decision, or a series of them, is right or wrong has been blurred by fatigue so absolute and so all-enveloping that it is a malady. It is only when that malady has reached an extremely advanced state that the doctors call a halt.

In two world wars the effects of battle fatigue were carefully and scientifically studied. A general at the height of a battle in the last war was summarily—and rightly—removed from his command because he was too fatigued to exercise it. Could some equally careful study now be given to politicians' fatigue, its causes and its consequences? A beginning could be made with an investigation of the conduct of foreign affairs from the time of John Simon onwards.

THE UNITED STATES PAVILION AT THE BRUSSELS EXHIBITION: The vast circular building with its surroundings is almost completed. The Universal and International Exhibition in Brussels is due to be opened on Thursday of next week (April 17) by King Baudouin of the Belgians. Some 35,000,000 visitors are expected in the six months before it closes in October.

A VIEW FROM THE CENTRAL FEATURE: In the foreground is one of the nine spheres of the Atomium, the purpose of which is to illustrate the orbits of electrons round a central nucleus. The Atomium is the focal-point of the Exhibition. To the left background is the square Austrian Pavilion. Then to right is the Netherlands Pavilion on left of the Avenue Benelux.

READY FOR BRUSSELS EXHIBITION

The Opening is Next Thursday

When the King of the Belgians declares t Brussels Exhibition open on April 17 it hoped that this will be the signal for the start the breaking of the record for attendance at international exhibition. According to curre estimates, some 35,000,000 visitors are expecte If this figure is achieved before the closing of t Exhibition on October 19, it will be 3,000,0 more than the present record, established at t Paris Exhibition in 1889. Altogether fifty nati (including Belgium) and eight internatio organisations are exhibiting at Brussels. T pavilions represent a wide variety of styles modern architecture. All of them combine the theme of the Exhibition, which is defined " a plea in defence of Man."

VARIETY OF STYLES OF ARCHITECTURE: The Avenue de l'Urundi runs from the centre foreground. On its left is the Pavilion of the Catholic Missions with, behind it, the mushroom-shaped building of the United Nations. Beyond it on left is the "suspended" European Coal and Steel Community Pavilion. Then, moving clockwise, are the Palace of International Co-operation, with its long "sagging" roof, the Organisation for European Economic Co-operation oval-shaped Pavilion, and immediately below its head the small triangular Benelux building. In the right foreground the large globe is the "World Sphere" of the Pan-American Airways Corporation.

A GERMAN PAVILION: The ship's propeller on the right is intended to be a reminder of German shipbuilding activities. The glass building is one of the eight which form the German section of the Exhibition.

On left—

FROM THE FAR EAST: The temple is in the Thailand (Siam) section. Behind it is a part of the overhead road which runs like a viaduct across the Exhibition grounds.

A QUEEN VISITS A LEPER ISLAND

Salote of Tonga at Makogai, in Fiji

Queen Salote Tubou of Tonga will always be remembered as one of the outstanding personalities who attended the Coronation in London in 1952. With her obvious enthusiasm and enjoyment for all that was going on, she made a lasting impression on the British public. Her realm of Tonga has an alternative and most suitable name—the Friendly Islands. They form a self-governing State under the protection of Great Britain. The islands in the South Pacific cover an area of 270 square miles, some 300 miles to the south-east of Fiji.

Tonga, like so many areas in the Pacific, is afflicted by leprosy. On her way home recently from a holiday in New Zealand, Queen Salote stopped at the leprosy settlement of Makogai, in Fiji. Among the patients are some of her subjects.

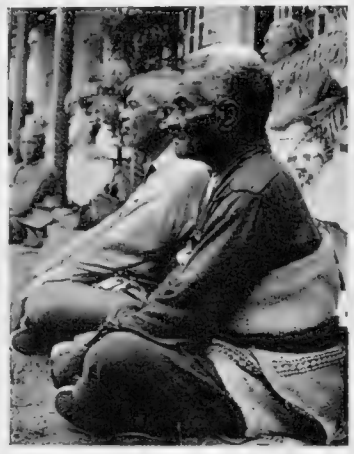
A leprosy colony was established on Makogai by a religious order in 1911. It is now under a Government scheme, but members of the order still work there. The modern hospital is surrounded by other up-to-date buildings, and in the cinema the Queen was welcomed with traditional ceremonies by the patients gathered there. She spent a day and a night among them before leaving for Tonga.

Leprosy came late in the history of the Pacific islands. It almost certainly originated in Africa and the Middle East and was carried along the trade routes of the world to become one of the greatest scourges of mankind. America did not know leprosy until after the arrival of Columbus. Fiji and Tonga were probably first infected by traders from China. According to the World Health Organisation figures for 1956, there are estimated to be 10,000,000 to 15,000,000 lepers throughout the world. Western Europe is for the most part rid of it—there are still two small settlements in Britain—but the figure for the British Commonwealth is around 5,000,000. Some 2,000,000 of these are in British Africa and 1,500,000 in India.

The latest world statistics show an increase in numbers on many of the figures published as little as five or ten years ago. The reason for this is not a spread of the disease but because only very recently has real knowledge of the incidence of the disease been obtainable upon which genuine figures can be based.

During her visit to Makogai, Queen Salote spoke of the remarkable progress which has been made in the modern treatment of leprosy. A medical authority in London states that "it is now possible to talk in terms of a permanent cure." This is being achieved through the use of drugs of the sulphon group. Treatment is simple, the drug being given orally twice a week. Results to date are most encouraging and patients cured show no sign of relapse. If leprosy can be abolished among mankind, then indeed it will be a great step forward in human history.

WELCOME TO THE ROYAL VISITOR: Queen Salote of Tonga receives a bowl of khava during her visit to the leper settlement on Makogai, in the Fiji group of islands. The bowl is being offered to her by a member of the Fijian staff. She was the first monarch ever to go to the island.

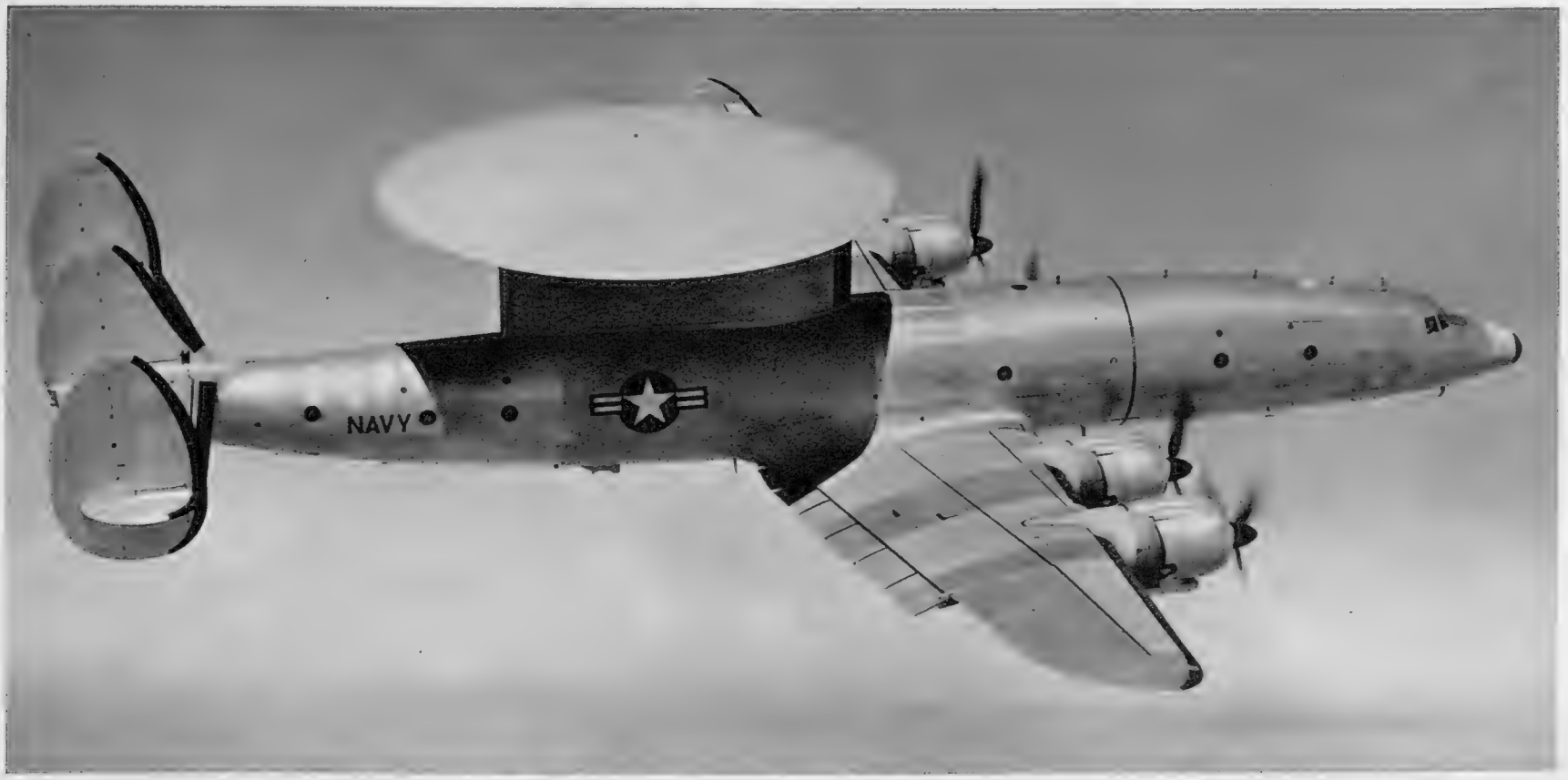


***On right*— ACKNOWLEDGING GIFTS FOR THE QUEEN: The Spokesman, or Matapule (in foreground), of Queen Salote acknowledges the gifts made by the lepers.**

WITH SENIOR MEMBERS OF THE STAFF: Dr. D. W. Beckett, Senior Medical Officer, Fiji, and Sister Mary Felicitas, Sister-in-Charge, escort Queen Salote through the grounds of the leper hospital at Makogai.

A ROYAL OCCASION: The Queen walks on the ceremonial mats laid down for her, after passing a guard of honour of Boy Scouts and Girl Guides. *Below*—She bids farewell to Dr. Beckett on leaving the island settlement.

A MODERN LEPER SETTLEMENT IN THE SOUTH PACIFIC: In the aerial view of Makogai, the women's compounds and dormitories are in the right foreground. Then come the administration block and the hospital. Beyond on the bay are churches, cinema and school. Centre background are Sisters' Chapel and hostel.



AN AMERICAN "FLYING SAUCER": The WV-2E Super Constellation of the U.S. Navy is fitted with a large, saucer-like radome, over 30 ft. in diameter. This structure houses a radar scanner, which, it is claimed, is able to detect aircraft more quickly and accurately than ground installations. The Naval Air Development Unit will test the Super Constellation and its odd-looking equipment for the next six months in New England as part of the research into high-altitude reconnaisance and early-warning radar intelligence. The aircraft is one of five developed from the Super Constellation. It is powered by four 3,250 h.p. Wright Turbo-Compound engines and carries a mass of radar equipment.

IN THE AIR

Latest Versions of American Aircraft and a New Canadian Fighter

A FIRST TRIAL FLIGHT IN CANADA: The Avro Arrow, formerly designated CF.105, climbs above Malton Airport, in Ontario. It stayed in the air for thirty-seven minutes while the pilot, Jan Zurakowski, Avro Canada's chief experimental pilot, carried out instrumentation tests. The aircraft is a delta-winged fighter, which should be capable of speeds of more than 1,000 m.p.h. Pre-production Arrows are being powered by two Pratt and Whitney J.75 turbo-jets mounted under the rear of the delta wing. Later, the aircraft will have Canadian Orenda Iroquois turbo-jets.

On right—

THE LATEST VERSION OF THE CRUSADER: The Chance Vought F8U-2 is a supersonic single-seat carrier fighter for the U.S. Navy, an improved development of the F8U Crusader which went into service at the end of 1956. It is expected that the new version will fly at well over 1,000 miles an hour and yet be able to land on some 200 ft. of carrier deck. In August 1956 an F8U-1, the production version of the Crusader, set up a U.S. national speed record of 1,015.428 m.p.h. The aircraft has a two-position wing with variable incidence which permits the fuselage to remain almost parallel with the runway on take-off and landing. This shortens the length of runway needed and gives good visibility to the pilot. The wings can be folded upwards at the tips.

THE LATEST PHASE OF HOLLAND'S BATTLE AGAINST THE SEA: In this aerial view the camera recorded the moment when the waters of the River Meuse swirled through a man-made gap in the wall of the building site for locks at the dam at the Haringvliet, in south-west Holland, and met the still waters within the circular site. The gap was made to enable construction ships to leave the dam, one of three forming part of the Netherlands' Delta Plan to provide the country with safeguards against flooding.

PROTECTION AGAINST FLOODING

A Further Stage in the Netherlands' Delta Plan

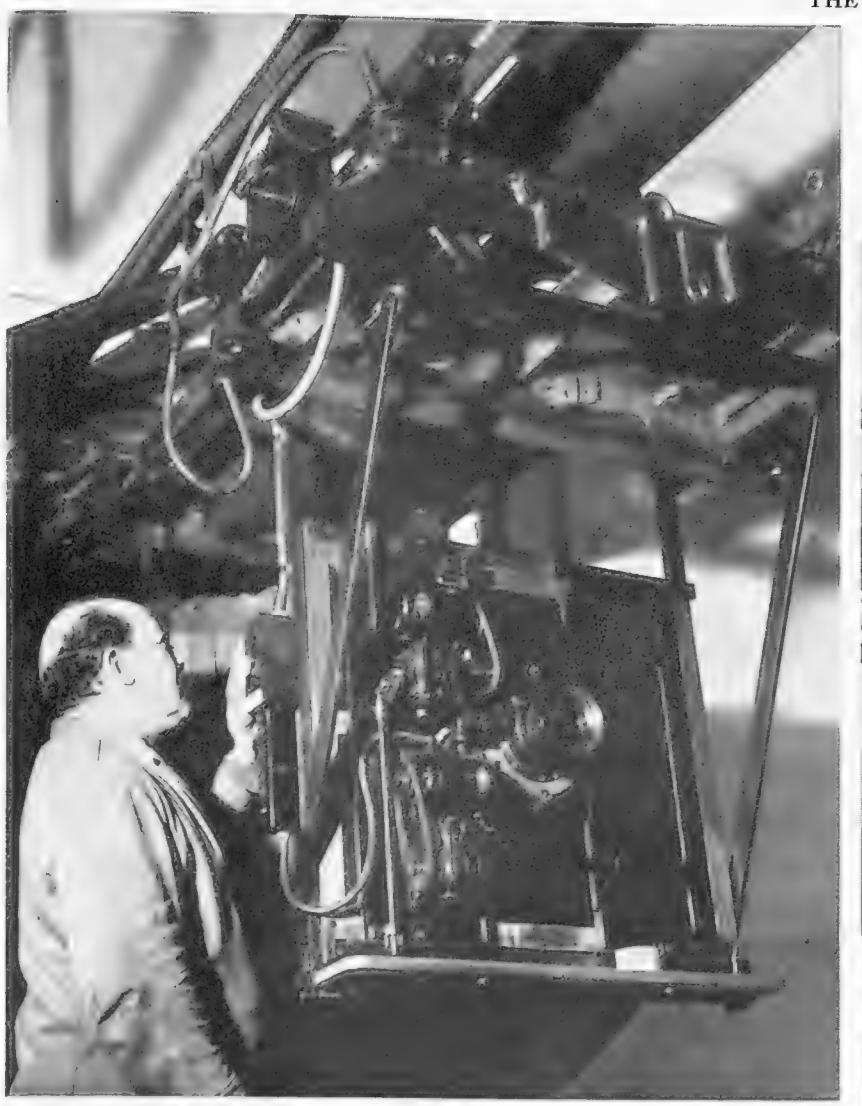
The Netherlands' Delta Plan, immense in its proportions, is designed to protect south-west Holland from the perils of floods. Up to five years ago the idea that a large part of the Netherlands stood in any sort of serious danger would have been dismissed. For over a century there had not been any flooding due to natural causes, which could have reasonably given cause for alarm. However, in a single night in February 1953, the Dutch learned a hard lesson, which made it only too clear that their sea defences were far from adequate.

The unhappy concurrence of violent wind and high tide brought tragedy in which more than 1,800 people lost their lives ; 375,000 acres of land were flooded ; 9,000 buildings were destroyed and 38,000 damaged. To-day, the Dutch are concentrating on a plan to ensure that such a disaster cannot again occur. In essence, the plan is to build three new main dykes, to strengthen others, and to undertake a number of secondary works. The new dykes will be in Veeregat and Oosterschelde, Brouwershavensche Gat and in the Haringvliet. It will be necessary to strengthen the dykes along the Westerschelde and the Rotterdamsche Waterweg, and to dam the Hollandsche Yssel.

Secondary dykes have to be built at Zandkreek and the Grevelingen to facilitate the construction of the main dykes, and at Volkerak and Oude Mass to control the water-levels. It is estimated that the project will cost about £200,000,000 and that the work will take twenty-five years to complete. The Delta Plan will provide adequate protection against severe storm floods even if the water-level rises far higher than it did during the great disaster of 1953.

Mapping Ocean Changes

The Demand for Admiralty Charts Continues to Increase at a Remarkably Fast Rate

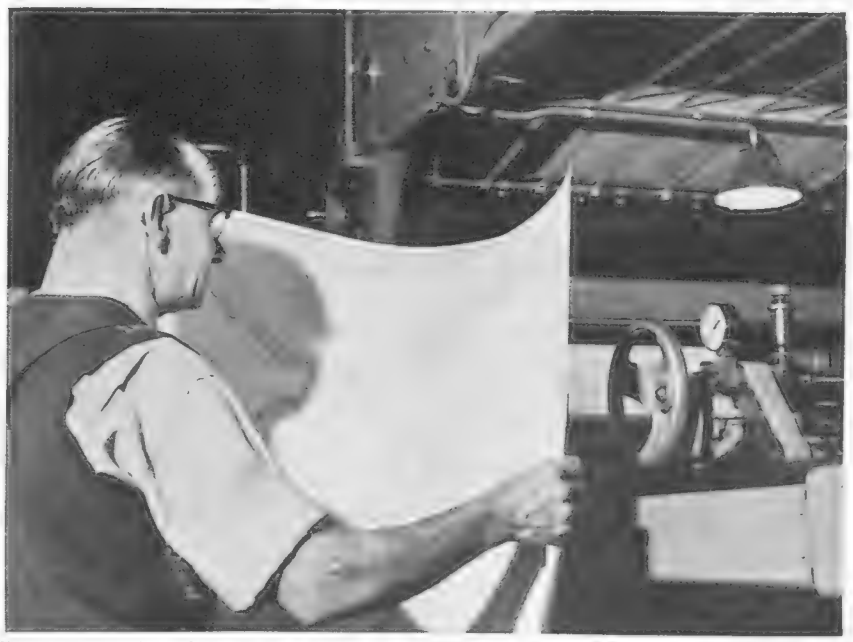


THE PREPARATION OF CHARTS FOR THE USE OF MARINERS THE WORLD OVER: A member of the staff at the Admiralty Hydrographic Supplies Establishment at Taunton, Somerset, operates a mono-type precision camera to copy on glass plates, for printing down on metal. Last year, 1,404,450 charts were sold for £368,980.

LAYING THE TINT: It is being placed on a printing metal plate at the establishment where a staff of 500 is engaged in the process production and printing of the charts for fleet, merchant shipping and the general public. To produce a single chart entails six months' preparatory work.

On left—

A HIGHLY-SKILLED JOB: An engraver works on a copper plate. There are about 150 agents selling Admiralty charts and publications. The largest customer at present is the Netherlands, because of the development of the Port of Rotterdam.



PREPARATION AND EXAMINATION: *Left*—Two girls at the Hydrographic Supplies Establishment examine glass plates of charts. *Right*—A navigation chart which has come straight from the press is scrutinised for blemishes. The establishment is the most comprehensive of its kind. It has existed officially since 1759, but has been situated in a large building at Taunton only for the last seventeen years. There, charts for all the world's oceans are produced in a skilful, unhurried process.

A large building at Taunton, in Somerset, known as the Admiralty Hydrographic Supplies Establishment, houses one of the most rapidly expanding branches of the Royal Navy. It is the department that is responsible for printing more than 3,000 Admiralty charts for the use of mariners the world over. For the fifth successive year the sale of charts increased in 1957. A record number of 2,092,909 charts was printed. Of these, 1,404,450 were sold, bringing in a revenue of £368,980.

It is confidently expected that if the upward trend noticeable so far this year continues, the receipts for 1958 will bring a new record. One of the main reasons for the increase in the demand for charts lies in the fact that a new market has been opened as a result of the rapid growth of the Japanese merchant navy. The needs of this expanding mercantile fleet cannot be met by the Japanese hydrographer, who hopes to extend his "territory" to the Mediterranean and the Red Sea, so a large order has been placed with the Hydrographic Supplies Establishment at Taunton.

At the present moment there are about 150 agents selling Admiralty charts both at home and abroad. It has been estimated that about six months goes into the preparation of a chart, and as a considerable amount of the world has yet to be surveyed, there appears little likelihood of the work diminishing. For example, several parts of the Pacific still require mapping, as do areas around the coast of Chile and Greenland. Nearer home, the charts affecting the Bristol waters are subject to alteration every six months.

The scope of the work can be judged best by statistics. Last year 108 new charts were published; 6,305 corrections were made to chart plates; 588,193 charts were issued to the Royal Navy and Government departments and 182,943 books were sold for £86,782.

The printing and selling figures are as follows:

	NUMBER PRINTED	NUMBER SOLD	RECEIPTS
1953	1,740,634	1,065,105	£250,117
1954	1,847,434	1,056,744	£255,343
1955	2,274,043	1,199,575	£293,634
1956	2,040,689	1,262,701	£321,798

At the Hydrographic Supplies Establishment a staff of about 500 is engaged in the process production and printing of the charts. The work is carried out by highly-skilled craftsmen in a number of trades under the direction of experienced supervisors. Hand engraving on copper plates is still the basic method of producing charts but other ways are constantly under review.

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MARCH 2, 1958—A GLORIOUS MOMENT IN THE ANNALS OF POLAR EXPLORATION: Sno-cats carrying Dr. Vivian Fuchs and his Trans-Polar party drive through the snow towards Scott Base (in left background) and the end of the greatest Polar journey ever recorded. The vehicles fly a variety of Commonwealth flags and it will be noticed that the one in the foreground has a "G.B." plate. This picture and the others on these pages which have recently been received in London, show something of the final stages in the story of the Commonwealth Trans-Antarctic Expedition. Dr. Fuchs and his team left Shackleton Base, on the Weddell Sea, on November 24, 1957. They reached the Pole on January 19 this year, where they were welcomed by the Americans stationed there and by Sir Edmund Hillary, who had previously made the land journey from Scott Base with his New Zealanders. Fuchs left the Pole on January 24 and drove into Scott Base just over five weeks later. Thus for the first time in history the dream of the crossing of the Antarctic Continent over the South Pole had become an accomplished fact.

THE END OF THE ANTARCTIC EPIC

A WELL-DESERVED SQUARE MEAL: J. Holmes Miller (left foreground), deputy leader of the New Zealand expedition, sits down to his first galley-cooked meal after making a survey by dog-sledge. Beyond him is Ken Blaiklock, of Dr. Fuchs' Trans-Antarctic team, who had flown to Scott Base ahead of the main party.

CONQUERORS OF THE SOUTH POLE: Dr. Fuchs (right) and Sir Edm Hillary stand on a Sno-cat at Scott Base. They join Amund and Scott as leaders of the only land parties to reach the P

SPEEDING THE PARTING GUESTS: Two penguins stand in the snow watching the loading operations into H.M.N.Z.S. *Endeavour*, which is moored to a Sno-cat. In the Antarctic Survey ship the members of the expedition sailed for New Zealand, where they received a tremendous welcome.

The Commonwealth Trans-Antarctic Expedition of 1956-58 has written uniquely glorious pages into the records of Polar exploration. In the years of space satellites and Sputniks it is well to remember that men facing the most fearful hazards on the ground also added much to human knowledge. Dr. Vivian Fuchs led the expedition which carried out the crossing of Antarctica over the South Pole, thus realising a dream which is as old as this century. (Sir Ernest Shackleton in 1914 was the only other person to attempt it. Although he was trapped in the ice of the Weddell Sea before reaching his land starting point, his failure was heroic.) Sir Edmund Hillary, leading the Support Party of New Zealanders, laid out the depots for Fuchs on the McMurdo Sound side of the Frozen Continent, and also went by land to the South Pole. Thus Fuchs and Hillary join that exclusive band of leaders—the others being Amundsen and Scott—who have taken parties by land to the southernmost point of the earth.

Not the least of Fuchs' achievements was to demonstrate that Antarctica is now open to tracked vehicles, a development which both Shackleton and Scott anticipated over forty years ago. He started from the Weddell Sea with four Sno-cats, three Weasels and a Muskeg, and arrived at Scott Base, 2,150 miles away, with his four Sno-cats. The other vehicles had been abandoned at various points according to plan. Dr. Fuchs and his men should arrive at Southampton on May 12. He will be knighted on May 19.

JOURNEY'S END FOR MEN AND VEHICLES: *Left*—Puffing his pipe, Dr. Fuchs chats with Sir Edmund Hillary, who had accompanied him from Depot 700 on the last stage of the trans-Polar journey. *Right*—A Sno-cat is hoisted aboard the *Endeavour* at Scott Base. The Fuchs party, with four of the eight tracked vehicles with which they set out from Shackleton Base, had covered 2,150 miles in ninety-nine days. Dr. Fuchs is due to leave New Zealand next week-end and arrive at Southampton on May 12.

The Yew and Immortality

If This Connection is Correct, it Still Does Not Account for the Yew in its Position on the South Side of Either Church or Cottage

By BRIAN VESEY-FITZGERALD

THE other day, in Berkshire, I was taken to see a yew tree in a village churchyard which is, I was assured, "a thousand years old." I would not care to hazard a guess at the number of yew trees in the British Isles which are locally reputed to be "a thousand years old"; nor even at the number which local folklore credits with mention in the Domesday Book. (I am not, I admit, thoroughly familiar with the Domesday Book: but are any yew trees, in fact, listed in it? Even if there are, one can be perfectly certain that they would then have been very large and notable trees, which is another way of saying that they would not be standing to-day.) I would not even care to hazard a guess at the number of yew trees "a thousand years old" which I, personally, have been shown by proud villagers. It is, I should guess, pretty safe to say that any yew which looks old automatically becomes a thousand years old. It is a nice round figure.

This does not, of course, mean that I think that there are no yews in the British Isles as old as that. It is a strong, tough tree, which will live even when all the heart has rotted away. Obviously, it can live to a very ripe old age. Indeed, there are those who consider that a yew "a thousand years old" has only just attained middle age. The Fortingall Yew, in Scotland, is thought by some to be 2,600 years old and more.

This figure was actually worked out by De Candolle in 1831. The tree had been measured by Thomas Pennant in 1771 and found to have a circumference of 56½ ft. The usual method of calculating the age of a tree is by counting the number of annular rings. Working from this De Candolle estimated that the diameter of a trunk increases by 1 ft. in 144 years. From all this data he worked out the age of the Fortingall Yew.

Now, all this may be sound enough—I do not know that it is: I should have thought that there would be a good deal of variation as between individuals and that a good deal would also depend on local conditions—for nice, simple trees like oaks and beeches. It is certainly not good enough for so individual and complicated a tree as the yew.

Yews in the British Isles never attain a very great height: they never exceed 60 ft. in height, as a matter of fact. But they often attain a tremendous girth. The boles are always very short and mis-shapen. This is because the lower parts often (perhaps usually) give off new branches, which, instead of spreading out like the massive lower limbs, grow upright and eventually become absorbed in the general trunk system. Indeed, when you look at the trunk of an old yew, you are looking at the original bole reinforced by a large number of upright branches which, over the years, have joined on to the parent and are now indistinguishable or barely distinguishable. Moreover, it is not unknown—and perhaps is not infrequent, having regard to the habit of growth—for the trunks of two trees growing close together to coalesce in course of time, so that eventually they appear as one.

This, it seems, is what happened in the case of the Fortingall Yew. In which case, it is not nearly so old as De Candolle, who thought it a single tree, supposed. All the same, it is a very very old tree: probably the oldest tree in the British Isles. And there are many other venerable yews, some of which may be a thousand years, or nearly a thousand years, old: for example, those at Crowhurst, Corhampton, Selborne, Woolland, Llanerfyl, Gresford, Chipstead, Compton Dundon, Steep, Somershall Herbert and Dudley Dale. These are merely examples taken at random. There are a great many others, and I hasten to assure all those whose trees I have omitted that I have done so for lack of space (or because I do not know of them) and not because I do not think they are old enough to mention!

But much more interesting than age is the question of why they are there at all: not only the churchyard yews, but also the yews you see in villages in so many parts of Britain often situated close to a cottage.

I once read an essay by Mr. Geoffrey Grigson, who knows a great deal about yew trees and their history, in which he pointed out that in his part of the country yews were usually situated at the south-west corner of a cottage. He suggested, if I remember rightly, that they were planted for protection: not merely as wind-breaks (the yew takes rather too long to grow for that, though they form very efficient wind-breaks when grown), but as "protectors" in the religious or superstitious sense.

I cannot now remember where I read this essay—and only hope that I have remembered it correctly enough—but it impressed me so forcibly at the time that I made a note of the south-west corner, and ever since, on my travels round the country, have always looked out to see if it is so. Needless to say, it is. Broadly speaking, at any rate. It is certainly true of the south-west and west of England, and, so far as my observation goes, of the Midlands. I am not so sure that it is valid for Yorkshire.

Now, there must be some reason for this. And I do not think it had anything to do with the prevailing wind, for you find it even when the cottage is protected from the prevailing wind by a natural feature such as a hill. Countrymen have a great feeling, amounting almost to reverence, for the yew—most old countrymen will refuse point-blank to cut down a yew: indeed, as one can see in churchyards all over the country, they will go to great lengths to preserve a yew on its last legs; something they would not dream of doing for any other tree—and I think that this must go back to some dim pre-Christian memory. (The yew is indigenous to Britain.) But why south-west of the building? Or, if the yew is there first, why must the building be to the north-east of it?

And does a dim pagan memory account for the presence of yews in so many of our churchyards? Gilbert White, who was very interested in the exceptionally fine yew in his churchyard, discussed a number of reasons for its presence there in Letter V of his *Antiquities*. He thought that important people might have been buried beneath it: that it might have been planted as a wind-break: that it might have been planted to provide shelter for the congregation waiting to enter church: that they might have been planted in churchyards everywhere to provide long bows for the archers: that they might be an emblem of mortality from their funereal appearance.

I think that the wind-break and the shelter ideas can be dismissed at once, because the yew is so slow-growing. Long bows for the archers was once a favourite solution to the problem, but this is now in disfavour because, it is said, yew was imported for the purpose. English yew, it is said, was never prized for bows and yew was, therefore, imported from Spain and Italy and Central Europe. Personally, I think that this is nonsense. The long bow was the mainstay of the English army, and in an age when we spent a good deal of time at war with Spain and France it would have placed us at the mercy of our enemies to rely on imports, which could easily have been denied us. In any case, in the days of the long bow, the tree was protected and its cultivation encouraged by royal decree. Moreover, we have Evelyn's word for it that when the bow was supplanted as a weapon the propagation of yews ceased. For all that, the churchyard yews could not have been planted for bows, for they were never felled.

Which leaves Gilbert White's last suggestion: that they might be an emblem of mortality from their funereal appearance. But, surely, White has hold of the wrong end of the stick? Surely yews were not planted as an emblem of mortality, but as an emblem of immortality? The yew is evergreen: there, in the height of winter when all the other trees around are leafless, are the dark green sprays as evidence of life. The yew lives to an immense age, surviving generation after generation of the village folk, becoming the focal point of legend—consider the legend of Pontius Pilate and the Fortingall Yew—the one stable thing in a shifting world. I believe that originally Christian churches were built near yews for this very reason.

But this still does not account for the position of the church *vis-à-vis* the yew. It is the same as for the cottage in almost every case: on the south side and almost invariably to the south-west. Yews are still planted in English churchyards. I wonder if the same position is chosen, and if so, why?

MODERN YEW TREES IN THE ENGLISH COUNTRYSIDE: In both instances the trees have been planted to the south-west of the church. *On the left*, the lines of yews, known as the "Twelve Apostles," are at Hambledon, in Buckinghamshire, and they flank the pathway leading to the south-west porch of the church. The two rows of Irish yews, seen in the picture *on the right*, are at Shoreham, in Kent. The towers of the two churches were both rebuilt during the eighteenth century.

Preserving Cheltenham

The Regency Society's Plans for Saving Georgian Architecture

In their fight to preserve the Regency architecture for which the town is famous, the Cheltenham Regency Society has prepared a list of buildings which are recommended for preservation. It has also proposed a list of buildings which should be demolished because of their dilapidated condition. As Cheltenham has to some extent become an industrial city, possessing its own factories and industrial population, the problem of housing has become acute. Recently the Society has held a conference to advise on the best methods of restoring the terraces and crescents, both economically and to meet modern needs. Large Regency houses are being converted into flats. It has been found that the handsome proportions and sound architectural layout of Regency buildings lend themselves to this form of conversion.

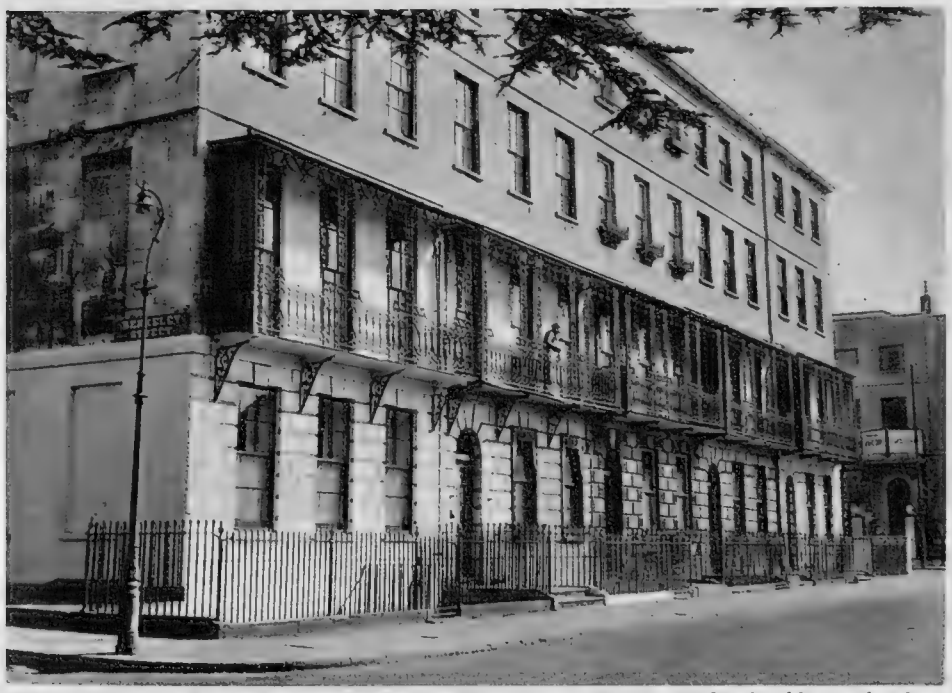
Until 1715, when a mineral spring was discovered, Cheltenham was a small, struggling village. But the opening of the original old wells in 1738 and the visit of George III in 1788 established its popularity as a fashionable spa. The town is a fine example of planning on a large scale, the Montpellier estate having been developed by Pearson Thompson and the Pittville estate by Joseph Pitt. The two schemes never linked up and the Pittville scheme was never finished, for financial reasons.

Famous for its promenade, Cheltenham has for long been much favoured as a place for retirement, for its excellent educational facilities and many cultural activities.

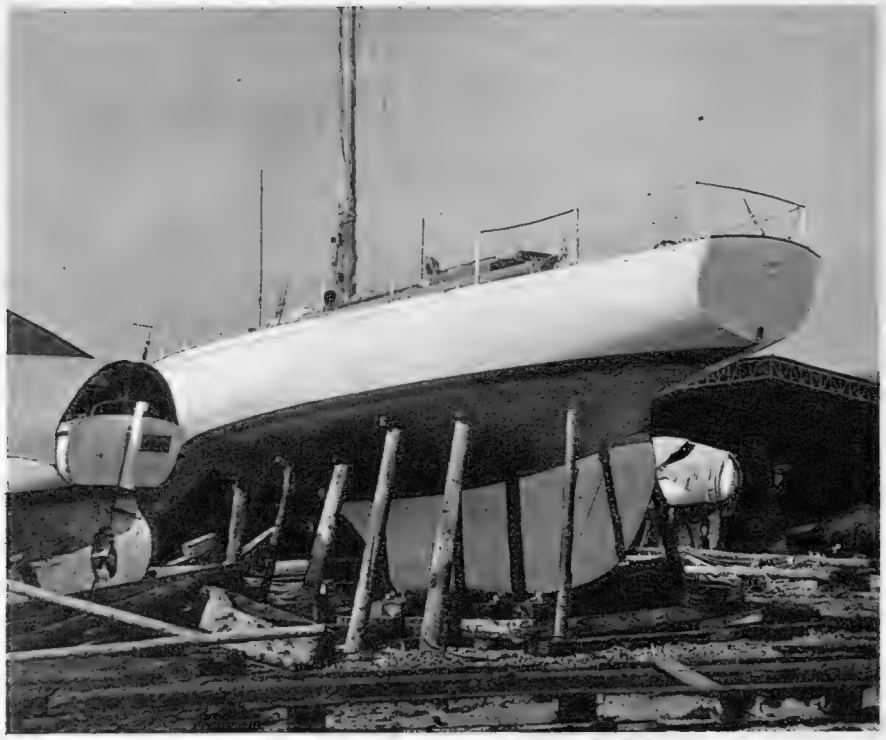
SAVING REGENCY CHELTENHAM: The shops with caryatids carrying Ionic pilasters in Montpellier Walk are recommended for preservation by the Cheltenham Regency Society. In recent years many period buildings in the town have been demolished to make room for shops and offices.

On right—
GRACEFUL IRONWORK: The balconies and verandas of Oxford Parade are an example of one of the attractive features of Regency architecture. These buildings have also been recommended for preservation by the Society.

FOR RETIRED SERVANTS OF THE EAST INDIA COMPANY: Lansdowne Terrace was built about 1820. It was designed by J. B. Papworth, who laid out the Montpellier Estate, and is listed for preservation by the Society.



OLD AND NEW: It is hoped to preserve Berkeley Place intact. *On right*—A pair of houses has been converted into flats, on the lines favoured by the Society. The basements have been turned into garages and the left side extended in a Regency style to provide stairways to the flats.



OFF COME THE COVERS AS THE START OF ANOTHER SAILING SEASON APPROACHES: *Left—Uomie*, owned by Mr. Geoffrey Pattinson, is seen at the boatyard of Port Hamble Ltd., on the River Hamble, where her fitting-out was completed. Built in 1952, she is one of the three British boats entered for this year's Bermuda race. *Right*—The tarpaulin cover has been removed from *Rosalind* to enable a start to be made on fitting-out. The supports for the cover, running from bows to stern, are clearly visible.

PREPARING FOR THE SAILING SEASON

The Hustle and Bustle in Britain's Boatyards Reaches its Height as Yachting Enthusiasts Put the Finishing Touches to their Craft in Readiness for the Season Ahead

By GABOR DENES

BECAUSE Easter was so early in the calendar and in view of the fact that the prolonged cold weather in March delayed the work of fitting-out to a great extent, not many owners had their yachts in the water and sailing during the holiday. Instead, in many cases, they spent the time carrying on with the numerous tasks of fitting-out. From Christmas until as late as May is the busiest time in most boatyards. Extremely few yachts are kept in commission all the year round without a break, and although there are a few isolated owners who think that sailing in the winter is enjoyable, most people lay up in the autumn quite willingly.

All the gear that is movable is usually taken off the vessel and put into storage, such as bedding, crockery and navigation instruments from below decks and sails and rigging from above decks. Most vessels are then hauled out of the water and "laid up" either in a boat-yard shed or in the open, under tarpaulin covers. Other owners, whose view is that a boat's place is in the water and it does not do it any good to take it out of its element each year, lay up in a mudberth. The yacht then is moored in shallow water with a soft, muddy bottom, where she floats on each tide, and when the water recedes sits easily in the mud. By this means the timbers never dry out, and there is less chance of the seams "opening up."

It does not matter if a boat is laid up ashore or in a mudberth, but it is most important to provide for adequate ventilation as the inevitable winter dampness can cause serious damage, such as dry rot or other fungus growth. Therefore, the tarpaulins which are usually used to cover laid-up craft must be arranged in such a way that air can pass through them in a fore-and-aft direction, and, in the boat itself, corresponding hatches must be left open.

In the old days, when there were fewer yachts but of a larger size, nearly all the work of fitting-out was carried out by the boatyards or in part by the owner's professional crew. The latter were employed all the year round and it was their job to work on the yacht during the off-season.

To-day things are very different. There are precious few professional crews, and the majority of owners do at least some of the fitting-out work themselves. There are not many boatyards where owners are not allowed to work on their boats. In fact, most yards have found it good policy to encourage this. They often help owners with advice and, in some cases, tools and equipment. The amount of work done by owners varies a great deal according to the time they have available and the skill and ability for the work. In every case, however, there is still plenty of work left for the yard's labour force, jobs needing the special skill of the shipwright, engineer or rigger, and, of course, the hauling-out and launching, stepping of masts and setting the rigging.

Whenever the weather conditions permit, the majority of owners, their wives and amateur crews visit the yacht each week-end and work with enthusiasm and great love and care on their precious vessels. To do the job properly, there is no end to the tasks to be done, although not every one has to be carried out annually. Thus it may not be necessary to repaint below decks. In some years a good wash-down will do.

Above deck, there is very little that can be missed. A whole season's exposure to the elements almost invariably means a new coat of varnish or paint. It is no use to slap the next coat on top of the last one. Everyone knows that initial preparation is most important for getting a good finish. Thus, before the varnish or paint-brush and pot can come into play a great deal of back-breaking rubbing-down or even scraping and burning-off must be done.

ALMOST READY FOR LAUNCHING: Three yachts, one of them motor-driven, are lined up at the Birdham Shipyard in Chichester Harbour. Cold weather in the early part of this year delayed the start on the fitting-out of many yachts for the coming season, but at the majority of Britain's boatyards the work is now well in hand.

Some people are satisfied if they can complete the fitting-out of the hull before launching, leaving the "brightwork" (the varnished surfaces above decks) until the boat is afloat.

The hull is usually painted in three parts. The top-sides are the part above the waterline, and this is divided from the bottom by the "boot-topping," usually in a different, darker colour. The topsides must be rubbed down, or if there are too many layers of old paint, these have to be burnt off or chemically removed. Primer, several coats of paint and finally a coat of topsides enamel must be put on, rubbing down each time and filling with cement. If any of the seams have opened up, these must be caulked with caulking cotton and pushed in with a caulking-iron before painting.

The waterline is "cut in" carefully and outlined with the "boot-topping." The bottom must have an anti-fouling coat, unless the yacht is copper-sheathed, and the final coat of the anti-fouling can only be applied a few hours before launching to be effective in the prevention of marine growths which will slow down the speed of the yacht through the water considerably.

The deck needs attention next, and must be painted with a special paint or, in the case of a planked deck, the seams must be attended to and made watertight. There is a great deal of painting and varnishing to be done above the deck, and every piece of gear, anchors, chain, rigging, etc., must be checked and renewed if necessary.

Launching, especially if the yacht is kept in a shed during the winter, must be fitted in with the programme of the yard. It would not be practicable to launch a vessel tightly hemmed in by other craft before its turn arrives, although the boatyard staffs show remarkable skill in moving laid-up yachts, which appear awkward and almost

A TYPICAL SCENE AT ANY BRITISH BOATYARD : Various types of yachts are seen in dry-dock at Port Hamble. The work of fitting-out is carried out by owners, who are encouraged and often advised on points by the boatyard staffs. There are many jobs to be carried out before launching. Not every one is an annual task.

A NEW OCEAN RACER: *Belmore* was designed by Captain J. Illingworth. He will accompany her as sailing master for the owner, Mr. T. Steele, in the Bermuda race.

AN IMPORTANT JOB : Picking out the rubber strake in red paint is a carefully-executed job. In some cases, the deck surfaces are left until the craft is afloat.

AT WORK IN EARNEST : The first coat of anti-fouling paint is applied to the underneath of *Harrier* by her owner, Dr. John Ives, and a band of willing helpers.

unmovable objects ashore. It is a pleasure to watch a team of experienced workers gradually moving a large yacht down to the slipway ready for launching on the next tide.

The dinghy owner's lot is much easier. Not only is there much less " boat " for him to get ready ; he is also saved a great deal of travelling, as he can take his craft home on a trailer and do all the work in his own garage or shed. That is one of the reasons why the dinghy-sailing season is so much longer. The important racing events begin at Easter, while the programme for the keelboats of all kinds does not really get going until well into the summer months, reaching its climax in July and August.

This season promises to be a very interesting one. Yachtsmen are looking forward to it hopefully praying for better weather than they enjoyed last year. For those interested in racing there are more regattas and meetings than ever before, and the cruising man will only be limited by the time he can spare and the weather conditions.

The challenge for the America's Cup by *Sceptre* will absorb everyone's interest, but another powerful bid for British yachting prestige is made this year in connection with the biennial classic ocean race from Newport to Bermuda. According to many experts, the strongest-ever British participation is going to take place, with a British yacht competing in each of the three classes.

The Hon. Max Aitken's *Drumbeat*, launched last year, is entered in Class I (for the largest yachts). She was designed by the American, Ray Hunt, and built by Lallows' yard at Cowes, and incorporates many new features. Her general lines are in accordance with the latest American practice.

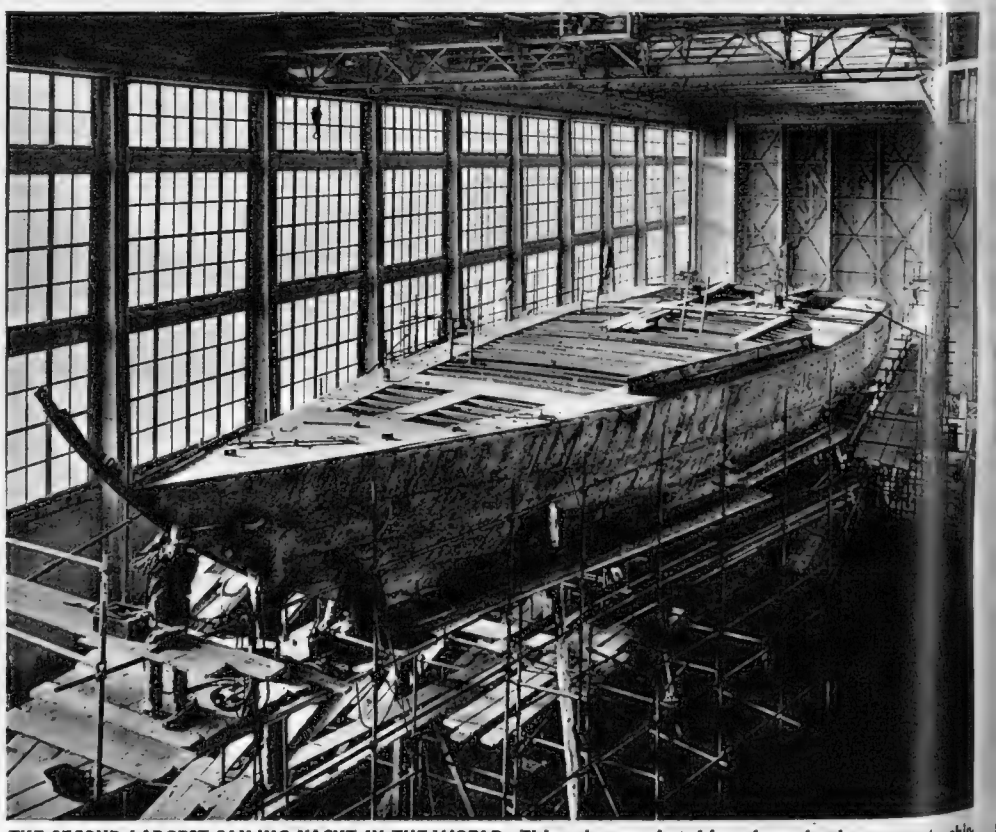
In Class II our entry is *Uomie*, designed by Arthur Robb and now owned by Mr. Geoffrey Pattinson, a most successful ocean racing skipper. Built in 1952, *Uomie* had the most spectacular series of successes in ocean racing under her previous owner, including the winning of the Britannia Cup last year.

The third British entry is a new vessel launched on Good Friday, designed by Captain John Illingworth, who is perhaps the greatest expert on ocean racing, and will accompany the owner, Mr. Tommy Steele, in the race as sailing master. *Belmore* was designed especially with the Bermuda race in view, where measurements are taken according to a rating rule different from the one used in Europe, where the R.O.R.C. (Royal Ocean Racing Club) rule is the basis of rating. In America boats are rated according to the C.C.A. (Cruising Club of America) rule.

In European waters there is a busy programme ahead for offshore and ocean races. The season opens with two R.O.R.C. races starting on the same day from Southsea. One is the usual curtain-raiser to Harwich, and the other a race to Lyme Bay. The largest number of entries is expected for the Hook of Holland race at Whitsun and the Dinard race, which this year starts on the Monday following the Island Sailing Club's classic Round-the-Island race (July 12).

"BRITISH FAITH" RUNS HER TRIALS: The 32,000-ton tanker has now joined the fleet of the B.P. Tanker Co. Ltd., the shipping organisation of British Petroleum, and is employed in carrying petroleum in bulk from the Middle East to the B.P. refineries in Europe and elsewhere. *British Faith* was launched last December from the Barrow-in-Furness shipyard of Vickers-Armstrongs (Shipbuilders) Ltd. She is powered by high-pressure, high-temperature turbine engines built by Vickers-Armstrongs (Engineers) Ltd., and has a speed of 15½ knots. The new 665-ft.-long tanker is the second of two sister-ships to be built at Barrow for the owners, and is the fourteenth and last of her class to join the fleet. British Petroleum have a number of bigger tankers on order, ranging in size up to 65,000 tons. The first of the big tankers, a 42,000-tonner, is expected to be launched in the early summer.

A NEW TANKER FROM A BELFAST YARD: The *New Mexico* enters the water from the shipyard of Harland and Wolff Ltd., in Northern Ireland. The 28,000-ton deadweight tanker, ordered by The Texas Company, was named by Mrs. Dodge, wife of the Vice-President of Texaco's Foreign Operations Department (Western Hemisphere and West Africa). *New Mexico* is the second of two sister ships to be built by Harland and Wolff for the owners, the first vessel, *Missouri*, having been completed early last year. The new ship has a length overall of about 630 ft.



THE SECOND LARGEST SAILING YACHT IN THE WORLD: This schooner is taking shape in the concrete shipbuilding hall at the Amsterdam Shipyard Ltd., G. de Vries Lentsch, Jr., in the Netherlands. She is being built to the design of Robert Clark Ltd., of London, and is the largest yacht to be constructed for thirty years. The yacht will have a length overall of 170 ft. 8 ins.; a beam of 28 ft.; a draught of 15 ft. and a sail area of 9,032 sq. ft. Although the yacht has now been fully plated she is not expected to be completed until next year. Last year, the same firm built the steel yacht, *De Groene Draeck*, for Crown Princess Beatrix of the Netherlands. Pictures of the yacht during her trials appeared in The Sphere, dated January 4.

AT SEA AND ON THE STOCKS

New Tankers and a New Liner; Rocking the "Queen Mary"; and Other Shipping News

On right—

A FORCE-ROLL FOR THE "QUEEN MARY" TO PROVE THE VALUE OF HER STABILISERS: The 81,237-ton Cunard liner heels over at 28½ knots in a calm sea during trials following her extensive annual overhaul at Southampton. The liner's four anti-rolling fins (two on each side of the ship) were fully tested. In view of the calm sea the engineers force-rolled the ship to simulate rough weather conditions. This was achieved by using the Denny-Brown stabilisers singly, in pairs and also simultaneously at full-speed and power with one pair operating in opposition to the other. From any of the degrees rolled, the ship was steadied within a matter of seconds. Later, it was stated that the stabilisers had fulfilled every expectation. Except when struck by the occasional "rogue sea," the *Queen Mary* should not now roll more than 1½ degrees each way. The installation of the stabilisers has cost £500,000, and has involved the fitting of approximately five miles of electrical cable and 12,000 ft. of piping. One pair of fins is situated forward of amidships, and the second pair about amidships. The fin shafts and their operating gear are housed in four independent watertight compartments, and each pair works independently of the other and is controlled from the bridge. Each of the four fins has an outreach of 11 ft. 4 ins. and a width of 7 ft. 6 ins.

Below—

THE BIGGEST LINER EVER TO BE BUILT IN ITALY: The hull of the new liner, *Leonardo da Vinci*, is under construction at Sestri Ponente, Italy. When completed, she will replace the *Andrea Doria*, 29,000 tons, which sank after a collision with the Swedish liner *Stockholm*, in July 1956. The *Leonardo da Vinci*, with accommodation for 1,300 passengers, will have a displacement of 32,000 tons and will be 761 ft. long.

AN UNUSUAL BOATYARD: Craftsmen work on the construction of 17-ft. sailing cruisers in the auditorium of the Grand Theatre, Plymouth. All that remains of the theatre, blitzed in 1943, is its shell, but after being used as a store for furniture, it has now taken on a new role—that of a boatyard. The cruisers are being exported to America

The Sphere of Travel

TRACES OF ANCIENT ROME

A Brief Survey of Outstanding Remains—A Guide for the Holidaymaker in Several Countries

By GORDON COOPER

THE interest of almost any holiday abroad is considerably increased if one has a hobby. And there are few more rewarding joys than those that come to the amateur archæologist who finds appeal in the remains of ancient Rome. In this article I cannot do more than indicate briefly the outstanding Roman sites. I start with

PORTUGAL. Despite the extensive occupation by the Romans of Lusitania, there are no remains of much interest. Mention can be made, however, of the ruins of Coningbriga, which lies a few miles south of Coimbra, the main university city of the country.

SPAIN. In contrast to Portugal, its neighbour is rich in Roman remains. Outstanding are those at Merida, in Extremadura, where the stamp of Imperial Rome is deeply imprinted in various directions. The theatre is one of the finest Roman monuments in the Iberian Peninsula, and the stage and the colonnades are in an excellent state of preservation. Classical performances are given occasionally in this theatre. Nearby stands the amphitheatre with its terraced seats, entrances, stairways and pits. The Circus was one of the biggest of its epoch, and held 20,000 spectators.

Among other monuments of the Roman era which have stood the test of time is the Arch of Trajan. Of the Temple of Diana, one beautiful colonnade still stands. The Aqueduct de los "Milagros," of which thirty-seven piers remain, was the most important of the three which supplied the town with water. It is now a favourite nesting-place for storks. The Roman Bridge over the Guadiana, built in 95 B.C., is 2,600 ft. long. Also of interest in Extremadura is the Roman bridge at Alcantara, constructed during the reign of Trajan. Six hundred feet long and rising 180 ft. above the Tagus River, it is perhaps the most impressive of all Roman engineering feats. Further north, in Galicia, is Lugo, which is noted for its Roman walls of slate and stone dating from the third century. They are in an almost perfect state of preservation.

Elsewhere in Spain, Tarragona has scattered remains of its Roman monuments. The cyclopean walls have additions made in Roman times, while there are substantial remains of Augustus' palace and the amphitheatre. Further up the Catalonian coastline, on the Costa Brava at Ampurias, there are the notable excavations showing an important Greek colony, increased considerably by the Romans. Later, a Visigothic city arose on the ruins of the Roman town. I found this place inexpressibly moving in its beauty and desolation. A mere mention of the bridge at Salamanca ; the aqueduct at Segovia (second only to the Pont du Gard, in France, in size, and still in use) ; the ruins and theatre at Sagunto (north of Valencia) ; the amphitheatre at Italica (fourth largest in the world), and the necropolis at Carmona—both close to Seville—complete my list in Spain. Worth noting, too, is the Archæological Museum in Madrid, for it contains the best collection of Roman remains in the country.

FRANCE. Automatically, one thinks first of Provence, where the remains are the finest outside Italy. Arles comes first, perhaps, with its huge amphitheatre and the nearby beautiful theatre. But the peculiar charm and appeal of Arles come from strolling through its meandering streets and lanes, for by doing so the observant person will see at almost every turn something that is Roman—a piece of carving or a statue ; and if you lodge, as I did, at the Hotel Nord-Pinus, you will find a fragment of a Gallo-Roman portico inserted in one of its angles, while in the adjoining Place du Forum Romans must once have gathered.

Nearby Nîmes has its massive amphitheatre, which still remains in almost perfect condition. Its exquisite Maison Carrée is the finest example of a classical building still standing, although the Mausoleum at Glanum (near St. Rémy) and its nearby Triumphal Arch come a close second. There are also some interesting excavations at this former Gallo-Roman town, which was overwhelmed by a barbarian invasion in the fifth century.

Although Henry James did not care for the Pont du Gard, that colossal piece of Roman engineering, I find this creation most striking and impressive. It is certainly one of their greatest monuments, just as the lofty, back wall of the stage of the Roman Theatre at Orange is superb in its imposing simplicity. Louis XIV described it as "the finest wall in my kingdom," and it is the only one of its kind in Europe. The acoustics, too, are phenomenal. Also in Orange is the interesting triumphal arch.

The old Celtic capital of Vaison-la-Romain lies 18 miles from Orange, and there you will find extensive excavations of the later Roman town. Among the major monuments are a splendid theatre, a portico to the public gardens, and the House of the Messii, once the home of a wealthy family.

Before leaving France, I would like to make mention of the Trophy of Augustus at la Turbie, the Roman arena at Cimiez (Nice), and the Roman fragments, including a theatre, at Fréjus, once the headquarters for the Roman Navy and an important port. When in Paris, the visitor should note the excavations of the Roman baths, close to the Cluny Museum. The great hall has recently been restored and is now open to the public.

SWITZERLAND. Surprisingly to many people, this country has three very important Roman sites. At Augst (three miles from Basle), for instance, there are the remains of a theatre, temple and town walls, while there is also an interesting Roman Museum contained in a copy of a Roman house. Then at Avenches (near Morat) excavations have revealed a theatre, a Corinthian column, and a section of the town walls. Thirdly, at Vindonissa (near Brugg), where there once was an important Roman camp, there are the remains of an amphitheatre, early town gates and a portion of the walls. Also there is a Roman Museum, which is the finest of its kind in Switzerland. It is housed in a fine modern building.

AUSTRIA. Interesting excavations have been made at Aguntum, near Iselsberg, in Carinthia, and in the same province at Virunum and at nearby Magdalensberg. This country can boast of one of the most important Roman camps on the Middle Danube at Petronell, between Vienna and the Hungarian frontier. Here there are considerable remains of two amphitheatres and a triumphal arch. Incidentally, farther east, at Budapest,

LOOKING DOWN ON THE COLOSSEUM, IN ROME : The picture of the vast amphitheatre was taken a few years ago during restoration when repairs were made to the cracked stonework. Although the stones of the Colosseum had been split for nearly 1,000 years, the city authorities had decided that the weed-filled cracks needed attention in order to avoid serious deterioration to the fabric. The Colosseum, which is nearly 2,000 years old, is 157 ft. high ; the arena is 280 ft. long and 174 ft. wide.

there is another important Roman settlement known as Aquincum, where excavations are in progress.

GERMANY. The most important place for Roman remains is Trier. Here stands the glorious Porta Nigra, a unique symbol of imperial power. Here also are a Roman bridge, an amphitheatre and two sets of enormous bathing establishments. But it is always to the "Black Gate" that one's footsteps turn. An important Roman Museum has recently been opened.

Many of the Rhineland cities possess Roman remains, notably Mainz, where there are the remains of an aqueduct and a cenotaph erected in memory of Drusus, step-son of Augustus. This town also possesses a fine museum which is perhaps the most important one in Germany for its Roman collection.

That fascinating city, Regensburg, on the Danube, suffered considerably from bombing, but this brought to light a substantial length of Roman city walls. There are other relics to be seen, including the well-known Porta Prætoria, which dates from the third century of the Christian era and was the north gate of the Roman fort.

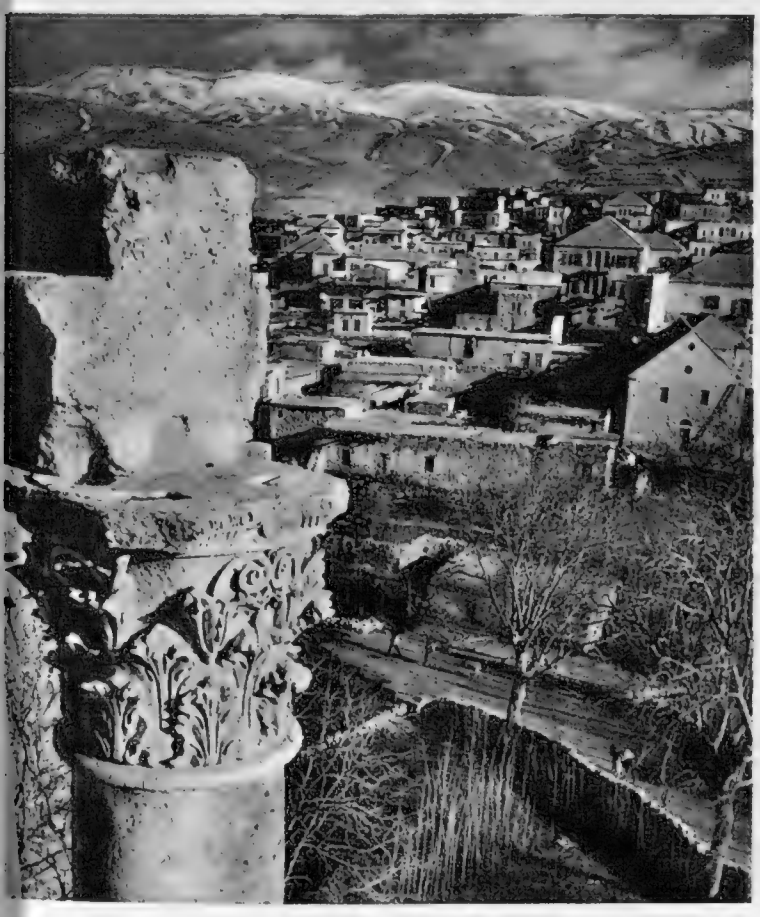
As a defensive wall against the barbarians, the Romans built the fortified boundary line which extends over 375 miles between Rheinbrohl and a point fifteen miles west of Regensburg—at the latter spot the bank and ditch of the defences are clearly marked. Some of the forts and watch-towers are still in existence. At Saalburg there is a fascinating reconstruction of a Roman camp.

ITALY. Last but by no means least in importance is this homeland of the Romans. It is surely hardly necessary to do more than mention Rome, their imperial capital, with all its wonders; but nearby Ostia is not nearly so well known, yet its excavations make it a rival to Pompeii in interest. Regarding this latter famous city, an excursion goal for most visitors to the Bay of Naples, I would point out that Herculaneum should not be missed, for I consider it to be of equal appeal.

Elsewhere in Italy, I will be selective. Outstanding is the great amphitheatre in Verona, in which each summer operas are performed with superb effect. Then at Benevento the Arch of Trajan is probably the best-preserved Roman monument in southern Italy. There are also some remains of a Roman theatre. Nearby Capua has an impressive amphitheatre, said to have been the largest in the country until the Colosseum was built. It was used as a school for the training of gladiators.

Sicily has a number of Roman remains, an outstanding example being the marvellous villa at Piazza Armerina. Then, at the other end of the country, Aosta, the principal town in one of the finest and most picturesque of Italian valleys, is rich in memorials of its Roman past. Among these monuments are ancient walls, the Porta Pretoria and Arch of Augustus, and an amphitheatre.

Finally, let me point out that in Britain we, too, possess many fine Roman remains, including the outstanding Hadrian's Wall. But for those who wish to see Roman architecture at its best it is necessary to visit the Middle East, with its Baalbek, Palmyra and Petra, while the dry sands of Northern Africa have preserved in wonderful condition such cities as Leptis Magna and Sabartha in Libya, Dougga in Tunisia, Timgad in Algeria, and Volubilis in Morocco.



AT BAALBEK: The columns once formed part of the Temple of Bacchus. *Below, left*—From the ruins, the camera looks across towards the town of Baalbek. Baalbek in ancient times was a seat of both Baal and Sun worship. The Greeks named it Heliopolis, which means "City of the Sun."

WINTER SPORTS IN SCOTLAND; AND NEWS OF AIR TRAVEL

Winter Sports in Scotland have now become a reality, not only for sporting skiers prepared to climb distant corries of the Cairngorms, but also for the mere novice. At Nethy Bridge there are Swiss instructors; at Carrbridge, Austrians, while at Grantown-on-Spey there is a flourishing Norwegian ski-school. Odd Gulbrandsen, who is chief instructor at Grantown-on-Spey, says that ski-ing for experts is available for five months of the year, while good nursery slopes for tyros are certain for both March and April. The instruction is included in the hotel rates, which range from eight to twelve guineas a week, and equipment can be hired locally. Reduced mid-week return fares to these up-and-coming ski resorts are being offered by British Railways. Snow conditions this season are ideal. It is forecast that the season for experts should continue into May.

With the introduction of the economy class service on April 1 four classes of air travel are now available on North Atlantic air routes. De Luxe provides fully reclining seats, and First-Class the usual ample but not fully reclining armchairs. Sleeping berths can be obtained by passengers travelling by both classes by the payment of £26 16s. In the Tourist Class the seats are less roomy but about a yard is allowed between them. In the Economy Class, however, there is much less space between the seats. Special accommodation variously described as staterooms or skyrooms can also be reserved on the payment of a supplementary charge of £98 5s. and £62 11s. respectively.

Austrian Air Lines have just inaugurated a new service between London and Vienna. Viscounts will be used and the service will be daily. This will be in addition to the flights offered by B.E.A.

From May 17 a new scheduled passenger service by Silver City Airways operates between Belfast and Blackpool. The journey will take an hour and the return fares on Fridays and Sundays will be £6 18s. and on Saturdays £7 18s.

Cooks Corner, opposite the Madeleine, in Paris, known to generations of travellers, has undergone a complete transformation. A new lower ground floor has been added and a special American and Commonwealth reception service has been introduced on the first floor. The contemporary decoration and gay green counters have considerably brightened this famous British outpost in the French capital.

W. D. C. C.

PROGRESS AT THE "ELEPHANT"

The Reconstruction of the Traffic Junction in South-East London

At the Elephant and Castle a number of busy roads converge carrying traffic into and out of central London. From this point of view it has for a long time been a problem area, some 50,000 vehicles crossing the junction daily between 8 a.m. and 8 p.m. Last year the London County Council began work on a large-scale reconstruction scheme which will allow a much easier flow of traffic. Roundabouts are to be built to control the streams of vehicles. Under the roads there will be pedestrian subways.

The total cost of the scheme will be about £15,000,000. Many buildings will be pulled down to allow the full road improvements to be carried out. On the vacant sites around the new thoroughfares there will be large blocks for offices and shops. At one point the London School of Printing and Graphic Arts will have new premises. They will stand close to Spurgeon's Tabernacle, which is being restored from its almost total wartime destruction. Among the casualties will be the Elephant and Castle tavern. An inn stood on the site 300 years ago and may have been so called from the new crest of the Cutlers' Company granted in 1622. The district is named after the tavern.

CLEARING THE SITE FOR THE RECONSTRUCTION OF THE ELEPHANT AND CASTLE: Men and machines work in the area of the crowded road junction in south-east London, which is to be reconstructed to allow an easier flow of traffic. In the foreground is the top of one of the pedestrian subways which will run under the streets. In the background is the façade of Spurgeon's Tabernacle. Erected in the nineteenth century, this place of worship was almost entirely destroyed by bombing in the last war. It is to be rebuilt under the new scheme.

On left—
FOR THE USE OF PEDESTRIANS: The entrance below the street leads to one of the subways. On the site above it a building will rise for a chain store and offices.

READY FOR THE FOUNDATIONS OF A TECHNICAL SCHOOL: On the site in foreground the new premises of the London School of Printing and Graphic Arts will be built. Spurgeon's Tabernacle is soon to be restored in the background.

TWO CASUALTIES AND A SURVIVOR IN THE SCHEME TO ALLOW EASIER ACCESS TO CENTRAL LONDON: *Left*—**The Elephant and Castle public house, the "hub" of the busy road junction, is to be pulled down. A tavern has stood here for 300 years. From it the district has derived its name.** *Right*—**The Rockingham (centre left) will share the same fate as the Elephant and Castle, across the road (on right), and be demolished. The Trocadero cinema beyond the Rockingham is one of the buildings which will remain.**

Becalmed on the Baltic—Problems of Shipping

By "THE SPHERE" INDUSTRIAL CORRESPONDENT

SOME years ago an economic historian calculated the value of the British merchant fleet for each year throughout the last century—taking into account what it cost to build the ships launched each year. A hundred years ago it cost about £25 per gross registered ton to build a steam vessel. To-day it costs £200-£300 a ton for a big liner, roughly £150 a ton for a dry-cargo ship, and £85 a ton to build a tanker. Yet on the Stock Exchange to-day the fleets of some of Britain's finest shipping companies are valued, if one considers share prices and capital issued against the tonnage of their fleets, at much closer to 1858 than 1958 prices.

A stockbroker's survey recently valued the Furness Withy fleet, on this share-price basis, at about £24 a ton, British and Commonwealth at £23 a ton, Royal Mail at £18 a ton, and Cunard, one of the proudest flags of all, at no more than £12 a ton.

Nobody would pretend that such valuations are in any lasting sense realistic—but they do represent the investor's brutal and cold-blooded assessment of the current earning power of British shipping. A year ago—recently enough, indeed, still to be influencing the impressive annual reports and accounts which some of the companies are still producing—that earning power was at a peak. Although companies trading to the East were greatly inconvenienced by the closing of the Suez Canal, which lengthened their journeys round the Cape and deprived them of lucrative trade between ports of call, freight rates in general soared to very high peaks in the tightest shortage of shipping since the Korean war. To-day, by contrast, rates are at their lowest since 1949. Since that last time of slump in ships' earning power, shipowners have had to reckon with eight years' additions to costs. Vessels which then could perhaps just manage to cover their costs are losing money to-day.

The slump in freight rates on the Baltic Exchange results from a slackening in world seaborne trade, at a time when the shipping tonnage available is growing rapidly. The world fleet rose last year by about 5,000,000 tons, to more than 110,000,000 tons, of which about a fifth sails under the British flag. But the volume of ocean trade seems to have stopped rising, and the sudden relaxation of demand after Suez brought rates plummeting down, to the rock bottom levels of to-day. Coal is being hauled across the Atlantic at no more than 22s. a ton (enabling American coal, incidentally, to be landed in Europe £1 a ton cheaper than British coal can be sold on the Continent).

At such rates, the wartime-built Liberty ships, which still form a substantial proportion of the world tramp fleet, cannot hope to operate profitably; the capital and operating costs of these ships require a rate of, say, £2 a ton for reasonable operation. Some of the more modern vessels can be run far more cheaply, but few can make useful profits at present rates, with the exception of a few very large vessels.

Such straitened circumstances make a radical difference to the operating practice of shipowners. There is no longer the incentive to get a vessel through each charter at the fastest possible rate, since this may simply mean being without employment the sooner. Shipowners are no longer ready to pay overtime to achieve quick "turn-round" in port; and certain kinds of a rather roundabout voyage may even be preferred: "a slow boat to China" is no longer simply an old music-hall refrain. Ship-repairing yards are no longer under anything like the same pressure to get jobs completed quickly (in contrast to the situation a few years ago when British owners would send their ships to Continental yards rather than wait for a berth in Britain). Many owners are finding it convenient to put their vessels in for repair well in advance of their normal turn.

Where these expedients will not serve, the depressing need arises to lay ships up. There are about a hundred at anchor to-day in some of the small harbours and inlets of Britain: in the Blackwater estuary, at Falmouth, on the Tyne, and in the Holy Loch; well over half a million tons of shipping, the largest total to have been idle in Britain for twenty years. Throughout the world, the pattern is repeated; there must be four or five million tons of shipping laid up, quite apart from the "moth-balled" American reserve fleet.

Nobody will know for a year or so what this bad year has done to Britain's total shipping earnings. These are ordinarily reckoned once every five years or so, in an extremely complex accounting exercise. In 1947, the British merchant fleet contributed some £60,000,000 to the country's "invisible exports"; in 1952, £221,000,000. Guesses for 1955-56 put the figure at some £250,000,000. It was to have been reckoned for 1957, but it was decided that the Suez dislocation made it wiser to postpone this count until 1958. "The pendulum has swung so far," the Chamber of Shipping commented recently, "that 1958 may not give a normal picture either."

British shipowners have been watching with a good deal of reserve the meetings in London between Greek shipowners who do business here and in New York to discuss schemes for compulsory laying up of ships, to reduce the tonnage competing on the market and stop rates at least from falling any further. They have begun to reconsider a somewhat similar scheme to be financed by a levy on the ships left operating, that they themselves drew up in 1950. But they are unlikely to co-operate with the Greek owners for a long time. In recent and more prosperous circumstances, these Greek owners have seemed to them to be competing unfairly, as the "modern freebooters" of the world's sea lanes.

For it is mainly the Greeks who operate the "Panhonlib" fleet, under the flags of Panama, Honduras, and Liberia—countries which charge ships only a modest registration fee and no taxes whatever. The other ships under these "flags of convenience" are mainly American—somewhat encouraged to do so by the American Government. This forgoes taxes for the United States; but operation in such a way is the only way that American shipping can compete. The price of ships built in the United States is uneconomically high, and their seamen, too, command far higher pay than those of the traditional maritime nations such as Britain.

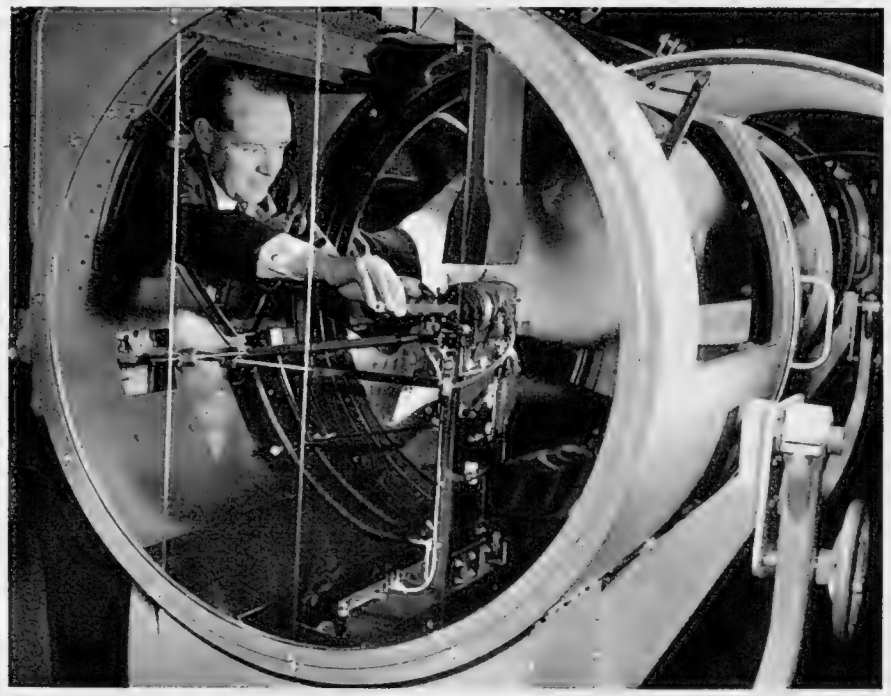
Very naturally, British owners chafe under the burden of tax that these fortunate competitors do not pay. There is no way of putting pressure on the nations concerned to push up taxes; these would simply drive their fleet away. And the fees for registration, low as they are, are a useful source of revenue for such small countries: the flags of convenience now cover between a seventh and a sixth of the world fleet, but are increasing far more rapidly than other nations' fleets.

Equally, it is hard for the ordinary maritime trading nations to exempt their shipping companies from tax that other business companies have to pay; already many give various forms of subsidy, and even Britain has recognised the special problems of British shipping by giving a special tax allowance upon the industry's investment in new ships. But whether these are enough to persuade shipowners here that it will be worth staying—and not migrating, say, to Commonwealth territories which offer a system similar to "Panhonlib," such as Bermuda, remains to be seen. Some of the new ships building for the P. & O. Company, for example, are to be registered in Bermuda.

Companies such as P. & O., which reported extremely good results early this year, represent the backbone of the British mercantile marine. The company is not allowing the immediate tribulations of shipping operation to affect its shipbuilding plans. It has ships valued at £73,000,000 on order, including the entirely fresh venture for the company of several big tankers, and reiterated this year its intention of going ahead with them. Britain's merchant fleet—the largest active fleet in the world—has not earned its unrivalled experience without weathering many slumps and booms in the freight market: it has stayed in business by looking beyond them.

IDLE SHIPPING IN BRITAIN: A general view of the Holy Loch, off the Clyde, showing several ships which are laid up in charge of caretakers. *On right*—Three idle ships are seen at anchor on the Tyne. At present, there are about 100 ships (representing over half a million tons) at anchor in small harbours and inlets of Britain.

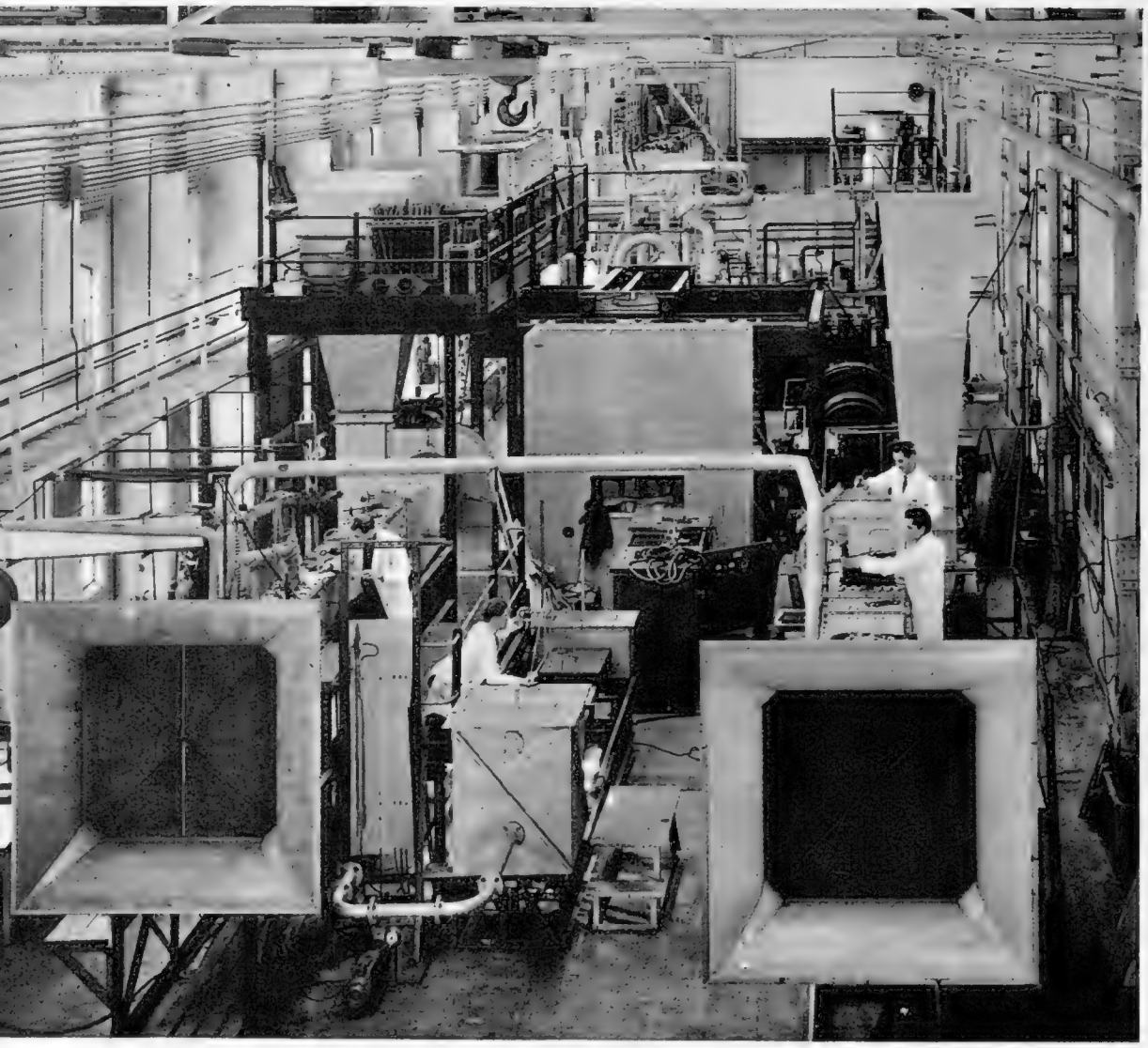
PROGRESS IN INDUSTRY AND ENGINEERING—*A Weekly Survey of Achievement in Britain and Overseas*



TO INCREASE THE MAGNIFICENCE OF THE FAMOUS FALLS IN NORTH AMERICA: Mr. S. Storey, the designer of the lamps, makes a slight adjustment to one of them as it nears completion. The floodlights will be in operation at the Niagara Falls later this year.

BRITISH BUILT FLOODLIGHTS FOR NIAGARA FALLS

A firm which during the war made over 3,000 searchlights for military use is now completing one of its largest post-war export orders—the manufacture of twenty special floodlights for the illumination of the Niagara Falls, the world-famous sight on the lower portion of the Niagara River in North America. The floodlights, each of which weighs 18 cwts. and costs in the region of £1,355, are being built by Savage and Parsons Ltd., at their works at Watford, in Hertfordshire. They have an output of 210,000,000 beam candlepower and are to be fitted with a colour-changing unit which enables twenty different effects to be produced by remote control. Incorporated in their design are shields to withstand the force of the spray of the Niagara's roaring torrent. The £55,000 contract to supply and install the flood-lamps was gained for Britain by a Canadian associate of the General Electric Company. They are being made to the designs of Mr. S. Storey, chief draughtsman at Savage and Parsons Ltd., and a pioneer with the late Major J. Savage in searchlight development.



B.T.C. TO ORDER 22 DELTICS

The English Electric Company's " Deltic "-type diesel-electric locomotive, twenty-two of which are to be ordered by the British Transport Commission for express passenger services between London, Leeds, Newcastle and Edinburgh, is seen leaving Lime Street Station, Liverpool, for the journey to London. Deliveries will begin in 1960 and it is expected that by the middle of 1961 all the twenty-two diesel-electric locomotives now ordered—in replacement of fifty-five mainline steam locomotives—will be in use on such trains as the Flying Scotsman, the Elizabethan, the Talisman, the Yorkshire Pullman, and the Tees-Tyne Pullman. Eight will be allocated to King's Cross (Eastern Region), six to Newcastle (North-Eastern Region) and eight to Edinburgh (Scottish Region). The use of these powerful mainline diesel-electric locomotives will effect a considerable economy in traction costs, since the ability of diesel-powered units to operate for long periods with comparatively little maintenance will enable the working schedules to be based on an annual mileage far greater than that possible with steam traction. The locomotives now being ordered will be built at the Vulcan Foundry Ltd., Newton-le-Willows, and each is powered by two 1,650-h.p. diesel engines made by D. Napier and Son.

On left—

EXPANDING ATOMIC RESEARCH

A general view of the heat laboratory at the General Electric Company's Atomic Energy Division at Erith, Kent, where research and development facilities have been expanded. Additional laboratories have been established and a large quantity of new equipment has been installed in those already existing. The new facilities are largely concerned with detailed experimental investigation aimed at improving the original design of the gas-cooled graphite-moderated reactor with a view to increasing efficiency and reducing costs, and adapting it to meet special requirements, particularly for the overseas market. In conjunction with studies concerning other advanced reactor systems, these investigations extend the scope of the Division's work far beyond that for which it was originally equipped at a time when the main object was to produce, very quickly, a complete design for the initial stages of the United Kingdom's nuclear power stations. Among the new facilities is a laboratory specially designed and equipped for work on beryllium — a metal likely to be of considerable importance in the design of advanced nuclear reactors.

PROGRESS IN INDUSTRY AND ENGINEERING—*A Weekly Survey of Achievement in Britain and Overseas*

THE LARGEST ARTIFICIAL HARBOUR IN AFRICA

Construction work on the new Tema Harbour in Ghana is now well advanced. The western or main breakwater (on right), about 8,000 ft. long, will run out from the beach for a distance of 3,000 ft. and then curve away to the east. About a mile and a quarter along the shore to the east, the lee breakwater (on the extreme left) will run at right-angles to the shore to within 870 ft. of the main breakwater. When completed, these two breakwaters will enclose an area of some 500 acres of water, thus making it the largest artificial harbour in Africa.

The two breakwaters, consisting of heavy rock, are progressing seaward at the rate of about 50 ft. per week. A four-berth quay in the shelter of the main breakwater is rapidly taking shape, and the north quay has almost been completed. The steelwork of the first cocoa shed has been completed and work on the second shed is under way. Work has also been started on the concreting of the foundations of the transit sheds on the main quay, and, at the time of writing, work was due to begin on the construction of the dry dock and slipway. To the east there is a new 100-ft.-high lighthouse.

The consulting engineers at Tema Harbour are Sir William Halcrow and Partners, and the contractors are Parkinson Howard Ltd. (in association with Sir Lindsay Parkinson Ltd., and John Howard and Co. Ltd.). Parkinson Howard, a British Company, was awarded the contract in 1954 despite international competition. The total value of the contract is in excess of £12,000,000.

ONE OF THE BIGGEST INDUSTRIAL ENTERPRISES IN WALES

Llandarcy Refinery, which was the first large-scale refinery to be built in the British Isles for the treatment of imported crude oil, will soon be associated with another great project on the south-west coast of Wales. A 60-mile pipeline is to be built to connect the refinery with the new crude oil tanker terminal which the British Petroleum Company are building at Popton Point on the south shore of Milford Haven, in Pembrokeshire, and which will be capable of receiving the largest tankers. The refinery was designed during the First World War and the first refining operations started in 1921. It is situated between Neath and Swansea and covers an area of about 800 acres.

In this spectacular view from the air the camera looks across the refinery towards the three dominating cooling towers on the right. Prominent in the centre are the distillation units and the catalytic cracking plants which produce high-quality motor spirit. Since the war the refinery has been expanded and the annual handling of crude oil has been increased from 360,000 tons to more than 3,000,000 tons. Llandarcy now employs some 2,800 people and is one of the biggest industrial enterprises in Wales. It handles a wide range of products from petroleum gases to bitumen. During the war the famous " Pluto " pipeline, for transporting fuel from Britain to the Continent, was perfected at the refinery. The final full-scale laying and pumping trials were carried out from Llandarcy across the Bristol Channel to the north Devon coast.

The World of Books

COCTEAU TURNS GLOBE-TROTTER

The French Dramatist's Circumnavigation; Bows and Arrows; Hungarian Saga; Knowledge of Far Places Translated into Fiction; Three Worth-while Thrillers

I HAVE long suspected that M. Jean Cocteau was the Mike Todd of the French intelligentsia and here is MY JOURNEY ROUND THE WORLD (Peter Owen. 18s.) to confirm it. By that I mean to imply no disrespect to that great and lamentably deceased showman. Both have taken Jules Verne and submerged him 20,000 fathoms beneath the sea of their own impregnable egos. Both have wrested entertainment from the exercise with no small profit and pleasure to themselves. Remembering the inimitable performance of Cantinflas, we could say, with Gertrude Stein, that a clown is a clown is a clown. A clown can be a great artist and so can M. Cocteau. If he wants to circumnavigate the unoffending globe and sell the account of his antics for hard cash, why not? Those people who are prepared to pay the cash may not in the end begrudge that inoffensive gesture.

We are informed that no complete history of archery in English has been issued for close on a hundred years. Considering there are over 400 archery clubs in Britain and many thousands of enthusiasts in the U.S.A. THE HISTORY OF ARCHERY (Heinemann. 25s.), by Mr. Edmund Burke, is not untimely. On the historical side I suppose that most of us know about Crecy, Poitiers and Agincourt as well as of Robin Hood and the Red Indians. Yet the anthropologists delving through the mists of man's beginnings have inescapably happened upon slings and arrows with an inevitable bow into the bargain. The story can even become exciting when it ranges from the siege of Troy to that guided missile which put Harold's eye out at Hastings. Whether you are an archer yourself or not, this is a fascinating book: and if you *are*, it must be indispensable.

At the age of fifteen a Hungarian girl, trapped for months on end in a cellar during the Russian siege of Budapest, wrote a record of her existence and that of her surviving family. *I Am Fifteen and I Do Not Want to Die* was an extraordinary book based on this diary; moving, terrible, hopeful. It proved, among other truths, that its author was a born writer. A novel has carried out that early promise and now Miss Christine Arnothy has written IT IS NOT SO EASY TO LIVE (Collins. 13s. 6d.), which is a further volume of her own story. When Miss Arnothy finally escaped from Hungary with her parents they reached Vienna. Eventually, with forged documents, they managed to cross the frontier of the Russian zone of Austria, only to be taken to an Allied refugee camp. Later she reached Paris, married the young Hungarian she had known in the camp and went with him to Brussels. The book closes with the birth of their first child, and leaves the reader with a strong impression that one of Miss Arnothy's greatest talents must be for survival.

Not travel itself but a result of travel—a knowledge of far places—is the theme of four of this week's novels, beginning with Mr. Gerard Bell's WHITE LION (Hutchinson. 12s. 6d.), the scene of which, though partly England, is, in the main, Kenya. The story is one that must always be of prime importance and, indeed, of universal interest: a man's search for the ultimate truth. Mr. Bell takes as his chief protagonist an intelligent man whose career is successfully developed in the world of documentary films. This man has been brought up as a Roman Catholic but has neglected his faith to concentrate on his greater interest of work. As he grows nearer to maturity he comes to an "agonising reappraisal" and it is with that crisis that Mr. Bell is concerned in this intelligent, perceptive novel.

SPINSTER (Secker and Warburg. 18s.) is a first novel, and a remarkable one, by Miss Sylvia Ashton-Warner, who writes about a woman, uncertain, fumbling and even aggressive in her dealings with her contemporaries, particularly if they are male, but with a heaven-sent ability to deal with very young children. The young creatures in question are the seventy infants in the youngest class of a New Zealand school and they include Maoris, "poor whites" and representatives of that local phenomenon, the new race. Inadequate in her relationship with adults, this unmarried woman, who owes nothing to a higher education or to social finesse, manages the youngsters and does it with great and heart-warming success. It is an honest and touching novel.

THE TALL MAN (Cassell. 12s. 6d.) is another first novel, in this case by Mr. A. M. Harris, an Australian who has served with the Intelligence Corps in Korea. It has won a Sydney literary prize and it is not difficult to see what impressed the judges. This story of a late crisis in the Korean War is based on a good deal more than the reading of reports. Fresh, a little rough and tremendously effective.

Mr. John Deane Potter has written a strange story, just this side of credulity, about a Pacific island in which a group of Japanese troops, left over from the Second World War, are still holding out in a difficult jungle-mountain terrain and show no signs of surrendering. The island has been long-leased to the Americans but retains a British governor and it is on his new A.D.C., an ex-paratroop major, that the movement of the plot is concentrated. This soldier is soon exasperated by the trivialities and gossip of the little capital and volunteers to be dropped into the Japanese stronghold where, instead of the capture and tortures he might have expected, he is well received by the philosophic commander and his German-Japanese girl friend. THE CROCODILE TREMBLES (Michael Joseph. 18s.) is odd, difficult to accept, but evidently a sincere plea for international peace and understanding.

THE BRITISH WINNER OF AN "OSCAR": Alec Guinness, the actor, is seen on the set for the film of *The Horse's Mouth*, from the novel by Joyce Cary, in which he appears as Gulley Jimson, the eccentric painter. Because he was filming at Shepperton, he was unable to be present in Hollywood to receive the "Oscar" award voted to him by the Motion Picture Academy as the best actor of the year for his performance as Colonel Nicholson in *The Bridge On the River Kwai*.

ALBERTINE IN THE LIONS' DEN (Chatto and Windus. 13s. 6d.) is about a different kind of jungle. This lively, frivolous novel by "Nicole," translated from the original French by Ruth Whipple Fermaud, is the tale of a young woman from a provincial town, sedately but restlessly married, who goes to Paris to seek her emotional fortune. Told through the medium of letters between her and her woman friend at home, it is fairly amusing.

THE SABLE COAT (Cassell. 18s.), by Miss Edith Simon, is not, as that author's reputation would lead one to suppose, an historical novel. On the contrary, it is an exceedingly grim story of a contemporary but, one hopes, not a commonplace existence in Scotland. The shape of the book is within the domestic saga frame and the personages invite belief. Only their force of will, or what the author calls (speaking somewhat ironically of a cat) their "single-minded iron megalomania" is as alarming to the reader as it is uncomfortable.

Scarcely a schoolboy can fail to know the story of the assassination of Julius Cæsar which stems from Plutarch. Those, therefore, who are familiar with the Shakespearian tag about envious Casca would feel at home with THREE'S COMPANY (Faber. 15s.), by Mr. Alfred Duggan. Even if they are unfamiliar with the events surrounding the Ides of March, they should enjoy this book. They will discover, for instance, that, 2,000 years ago, politicians were very much the same as they are to-day. One might assume that anyone with a taste for salt-mining as a career could achieve his ambition by presenting Mr. Duggan's novel to Mr. Khrushchev to celebrate his rise to the seat of Stalin. Historians as good as Mr. Duggan are not necessarily good novelists but he is better than most and very entertaining.

There are three thrillers this week well worth bringing to your attention and the first of these is Mr. John Creasey's chilling story, THE PLAGUE OF SILENCE (Hodder and Stoughton. 12s. 6d.). The time is the present, the weather balmy, the setting a southern county of England, in which farmers, fruit-canners and the genteelly retired make up the majority of the population. To one and then another comes a strange affliction, in some cases mortal. The threat could bring country-wide panic and is due to the machinations of a foreign power. Highly ingenious, extremely readable and one of the best Creaseys for a long time.

THE CASE OF THE ANGRY MOURNER (Heinemann. 12s. 6d.) is by Mr. Erle Stanley Gardner, which means to say that it is constructed with care and polish (professionalism *versus* the Do-it-yourself kit), and that the author makes all his points with trip-hammer precision. Here is an author who doesn't get any more gossamer in his style but who is absolutely reliable and I find that rather a comforting thought. American, possibly Californian setting, and, of course, the court scene *finale*. I must say that I would miss it if Mr. Gardner ever dropped it.

HOW STILL MY LOVE (Gollancz. 12s. 6d.) has a superbly or, better, a diabolically clever murder plan and has been written with crispness and a certain eerie common sense by Doris Siegel. A well-drawn Georgia background and some well-grilled red herrings.

Vernon Fane

MISSING LINKS

Darwin's Autobiography in Full

When Charles Darwin's Autobiography, which was written primarily for his own children, was first published in 1887, five years after Darwin's death, many passages and references to personalities were omitted, for family reasons. Now Nora Barlow, Darwin's granddaughter, has made an accurate transcription from the original text with the missing links (some 6,000 words of deletions) properly restored. This is the first complete edition to appear in print. It comes at a timely moment, too, for 1958 is the centenary year commemorating the presentation to the Linnaean Society of the Darwin-Wallace papers on natural selection. THE AUTOBIOGRAPHY OF CHARLES DARWIN (Collins. 16s.) is a deeply human, in some ways intensely simple testament. Darwin considered that his success was due chiefly to "the love of science, unbounded patience in long reflecting over any subject, industry in observing and collecting facts, and a fair share of invention and common sense." Added to all that he said "I have steadily endeavoured to keep my mind free so as to give up any hypothesis, however much beloved (and I cannot resist forming one on every subject), as soon as facts are shown to be opposed to it." This now well-ordered text and the ample notes in the appendix throw further light on the notable controversies which raged round the name and fame of Darwin in his own day.

What a pity that the talented John Haycraft could not resist the temptation of giving his quite serious book a punning title, which, brash though apt, is a poor introduction to a worthwhile volume. BABEL IN SPAIN (Hamish Hamilton. 21s.) is the record of a young man who has worked in the Spanish provincial city of Cordoba, making his living by opening a school for the teaching of English. His school has now become quite a cosmopolitan centre, and in the course of his work Mr. Haycraft and his Swedish-born wife have entered every sort of private home and taken part in every kind of public festivity. This story of a pioneering effort in international understanding makes engaging reading.

Arabia is in the grip of a break-neck drive for progress, haphazard and ill-conceived though it may be. Much of the dynamic derives from the fact that three-quarters of the world's oil reserves are located round the Persian Gulf. Michael Sheldon Cheney describes some of the astonishing changes in this part of the world in his book BIG OILMAN FROM ARABIA (Heinemann. 21s.). It is an account of life in the construction camps and among the sometimes bewildered Beduin who have found the trappings of Western civilisation so suddenly thrust upon them. Wherever the oil line goes the towns emerge, each housing a new settled population of artisans, merchants and contractors, bureaucrats and soldiers, and in turn come the secondary industries sparked off by the presence of oil. All this with a feudal monarchy in control. Mr. Cheney has spent the last seven years in Arabia, and he has not only produced a most vivid account of his experiences but a valuable social document.

THE ENTERPRISE OF ENGLAND (Faber and Faber. 25s.) is a portrayal of Britain's emergence as a maritime power and of her activities at sea up to the defeat of the Spanish Armada. Thomas Woodroffe obviously has a deep appreciation of the period. This, coupled with his own sense of Britain's naval tradition and his own experiences in the modern navy, makes an enthralling narrative.

FIRST-CLASS TICKET (Alvin Redman. 21s.) is a book with a limited appeal. The author, Prince Chula of Thailand (formerly Siam), makes no secret of his preference for luxury travel. This may be comfortable but it is not the best way to see the world. One learns more of human nature from ten minutes in a Continental omnibus train than in ten hours in a super-express. "Travels of a Prince," as the volume is subtitled, is therefore largely trivialities and gossip. But the Prince occasionally has flashes of shrewd insight. One hopes that some day he will provide English translations of his more serious works, hitherto published only in Thai.

REVOLTING CHRONICLE

It is difficult to review a blue book or a white paper, beyond reporting on its lucidity and on the thoroughness of its documentation, and thereafter making a *précis* of its contents. In Lord Russell of Liverpool's THE KNIGHTS OF BUSHIDO (Cassell and Co. 18s.) we have a short history of Japanese war crimes epitomised from the documents and evidence before the War Trials Courts. I will make no attempt to *précis* a *précis*. The author's *Scourge of the Swastika* was sufficiently popular to bring him many requests to produce a similar history of Japanese war crimes. If the record is even more revolting, not least in the numerous illustrations, the perpetrators of those mass tortures claimed to have had a totally different idea of a combatant enemy's justification for surrender, rather than death in the field, to that of the German soldier. For the civilian atrocities *en masse*, no slenderest excuse could exist in any civilisation or barbarism.

The avowed purpose of this history is to warn us what to expect if the Japanese are ever again suffered to emerge beyond their own frontiers. I do not know if the *Scourge of the Swastika* had the same purpose. If it had, time, changes and chances have already begun to nullify that purpose. All these hideous facts were on record and rightly filed for reference, as are the records of every criminal trial of an individual or of a group of murderers. What puzzles me is the policy behind the warning. It is not defined in this book. Is it intended to guide all our future dealings with Japan in the economic, the political and the military fields, or are we to look for a future time when (as with the Germans already) we shall be told that the Japanese are a changed race, civilised, democratic, men of like passions with ourselves, fit to co-operate in building up a brave, new world of fellowship and friendship, and peace and culture among nations? This book suggests to me that the author and probably most of his readers consider, or will consider, that the first nuclear bomb to fall on that congested island was all too small and feeble. But is that practical politics? How about Mau Mau?

SORROWS OF SATAN

A considerable, if trivial and unauthoritative, literature has grown up round the disciples of St. Francis of Wycombe, the misnamed Hell-Fire Club of Medmenham. It is probable that if a famous action, in which Wilkes was involved, had not publicised and exaggerated their infamies, such men as could be proved to have indulged in the Club's orgies would never have been more than vague names in village gossip and tradition. A cruel fate for bright young things! Probably every one of us has been bored to death on some social occasion, burned on memory; perhaps a public dinner or interminable lecture. I doubt if any experience of boredom could equal that which must have come from a second attendance at the proceedings of Dashwood's Hell-Fire Club amid damp grottoes in which piles and pox were the most probable rewards of wickedness. Who could endure a second attendance at a "black mass," or pursue with enthusiasm through the bushes a one-eyed floosy loaned from a London stew? Surely at no time in our history could Premiers and Chancellors have made a *habit* of such recreations. Indeed, evidence, satisfying even a local Bench, is hard to come by to convict more than a handful of the contemporary V.I.P.'s whom rumour made active members of the Club; less still is there any evidence of the type of enormity practised. The "lady members" of the cult are all as shadowy as "Viscountess" Fane.

In his HELL-FIRE CLUB (Jarrolds. 18s.) Mr. Donald McCormick has done his best on a sticky wicket with a straight bat. Those who enjoy pornography will leave the pavilion sadly disappointed, and those who stay to the end will judge that he has scored few runs and no exhilarating boundary. The author deserves a pat on the back for an honest attempt to put the "Hell-Fire" Club where it belongs, in the waste-paper basket of dead gossip and party propaganda.

John Gore.

Several guidebooks make their appearance at this the tart of the holiday season. Among them is the latest of the Blue Guides, MAJORCA WITH MINORCA AND IVIZA. This slimmest of slim volumes about the historic Balearics is of under 50 pages, and a trifle grudging with its information. Only slightly more discursive is the new OXFORD AND CAMBRIDGE Blue Guide running to 64 pages. Both guides are published in two editions by Benn (7s. 6d., Library Edition; 5s. 6d. paper backed). At the other end of the scale is Bernd Boehle's HANDY GUIDE TO WESTERN GERMANY (Edward Stanford. 21s.). This is a massive survey of nearly 500 pages, packed with vital details, excellent line drawings, photographs and maps. Only one issue does it avoid, the scars of war in Western Germany. Even so, this is an outstanding guide. Another welcome volume is ESSENTIAL YUGOSLAV FOR TRAVELLERS (Cassell. 8s. 6d.), by Margaret Flower and Oton Grozdic. The Cyrillic alphabet is given in the introduction and its Latin equivalents used in the text. Most of the phrases are sensible and practical. **R. C. E.**

"GET THEE TO A NUNNERY": Hamlet, danced by Robert Helpmann, thrusts Ophelia (Anya Linden) away from him in the revival of the ballet. The music used is Tchaikovsky's Hamlet Fantasy Overture. Specially rebuilt for the production from the original designs, the sets and costumes by Leslie Hurry are dramatic and highly decorative in an elaborate Renaissance style.

On left—

After eight years the *Hamlet* ballet, created by Robert Helpmann, was revived for the Gala Performance which Queen Elizabeth the Queen Mother and Princess Margaret attended at the Royal Opera House, London, last week. This programme, which included Frederick Ashton's *La Peri*, danced by Margot Fonteyn and Michael Somes, Kenneth Macmillan's *Solitaire* and a dazzling series of divertissements, was given by the Royal Ballet in aid of the Royal Ballet Benevolent Fund and the Royal Ballet School Fund. Robert Helpmann appeared at Covent Garden as a guest artist to dance Hamlet, a part he created in 1942. It is more a commentary on Shakespeare's play than a re-creation of the tragedy in terms of ballet. With its brooding air of darkness and hallucination, the Freudian psychological approach is stressed and Helpmann's choreography is designed as a tragic comment on Hamlet as Everyman.

BALLET AND COMEDY ON THE LONDON STAGE

PRELUDE TO CRIME: Michael Shepley, Athene Seyler and Elspeth Duxbury in the first act of Peter Copley's comedy, *Breath of Spring*, at the Cambridge Theatre. Michael Shepley and Elspeth Duxbury are two of Athene Seyler's three lodgers in her flat "overlooking the Albert Memorial." They are all somewhat eccentric through having too much time on their hands. The Brigadier (Michael Shepley) times buses and anything else he can think of; Miss Hatfield (Elspeth Duxbury) mends china; Dame Beatrice Appleby (Athene Seyler) helps various charities, and Miss Parry (Hazel Hughes) teaches voice production. Dame Appleby's maid (Joan Sims)—an ex-Holloway girl—steals a fur wrap and the ladies, joined by Lady Miller (Mary Merrall) and briefed by the Brigadier, plan a campaign to return the stolen property without its owner knowing anything about it. So successful are they that Dame Appleby suggests they should use their talents to provide funds for her various charities. Thus begins the life of crime of five elderly, respectable people. The laughs are many. All the parts are magnificently played by actresses and an actor who are masters of comedy.

"HERE'S A SKULL NOW": The Gravedigger (Ray Powell) offers Yorick's skull to Hamlet. Also in this special production, besides Anya Linden as Ophelia, was John Hart, who danced Claudius.

CONSPIRATORS AND RIVALS: Mary Merrall and Athene Seyler are partners in crime but they are rivals for the hand of the Brigadier in *Breath of Spring*.

PREPARING THE GOLD FOR A SPECIAL RUN OF SOVEREIGNS AT THE ROYAL MINT, IN LONDON: *On the left*, the molten gold is stirred in the crucible, and *in the centre* it is made ready for pouring. The picture *on the right* shows the gold being poured into moulds to give cast bars which are 2 ft. long. The gold bars are later passed through a machine for stamping out the sovereign blanks. In the mixing of the molten gold a proportion of copper is added. This is the sixth run of gold sovereigns at the Mint since the minting of gold coins in London was suspended in 1917. The new sovereigns will not be circulated for use in this country.

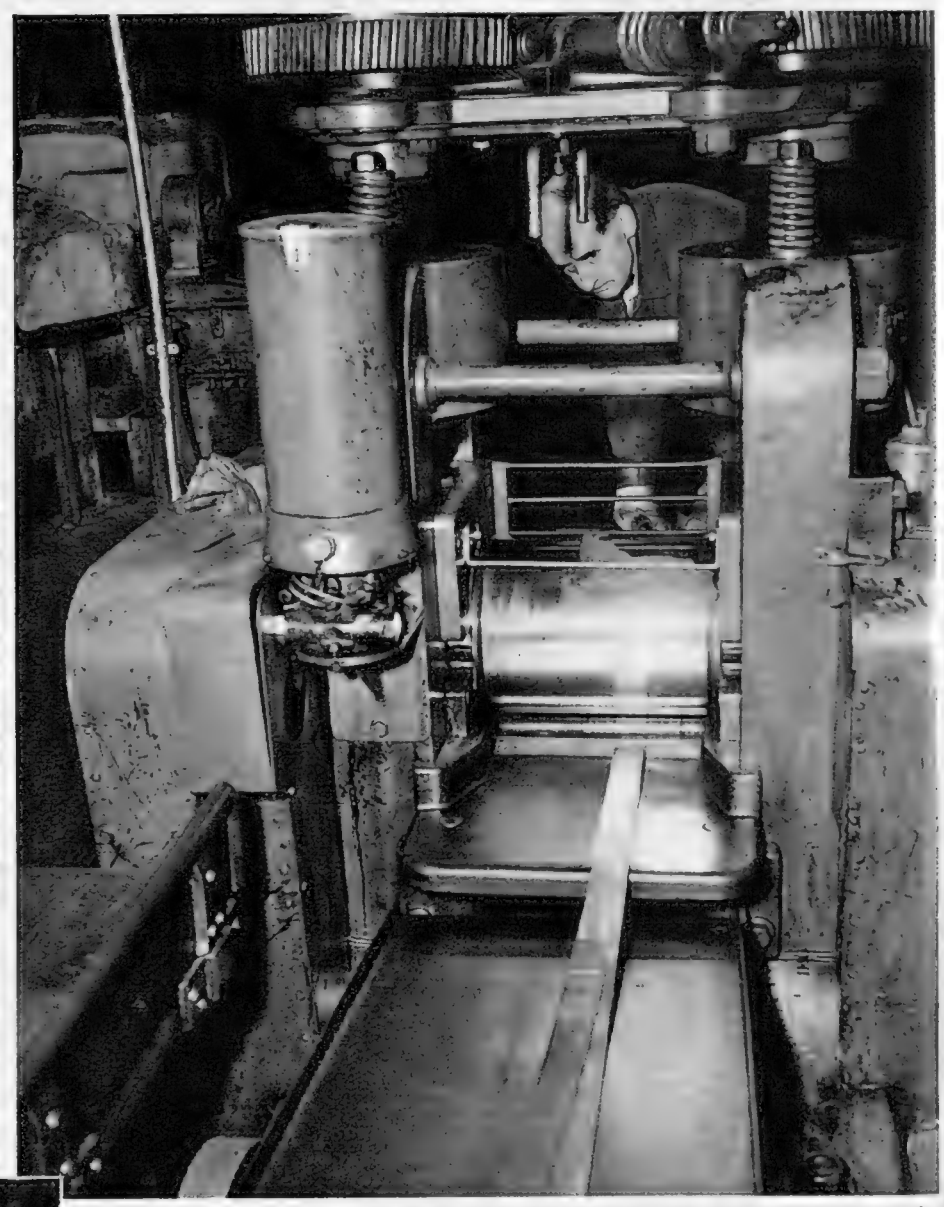
MORE SOVEREIGNS FROM THE MINT

But They Will Not Go Into General Circulation in This Country

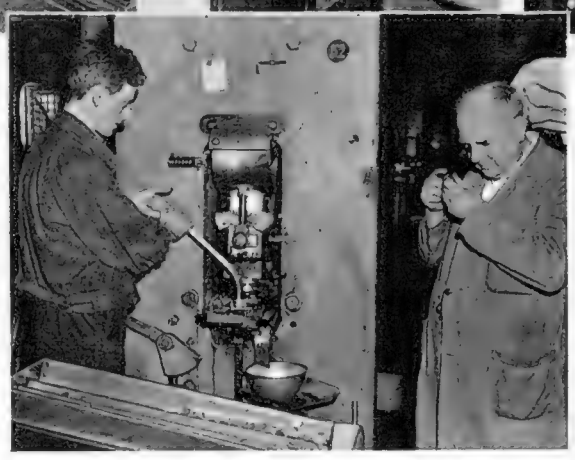
STAMPING OUT THE SOVEREIGN BLANKS: A bar of gold is passed through a cutting press which punches out blanks two at a time at the rate of 300 per minute. The remaining gold is returned for melting down.

On right—

A COINING PRESS IN ACTION: As the operator feeds the blanks into the hopper, an overseer checks a finished coin with a magnifying-glass. More examinations follow later. About one sovereign in 10,000 is rejected by the examiners.



THE STRIPS OF GOLD ARE MADE READY FOR THE PRESSES: They are passed through the rolling mills at the Mint to reduce their thickness to that required for the coin blanks, which is ·067 in. Each sovereign contains 91·6666 per cent. of pure gold.



After the minting of gold coins was suspended in London in 1917, the first run did not take place until 1925. Another minting followed in 1937 on the occasion of the accession of King George VI, and further mintings followed in 1945 and 1951-52. In the spring of last year a further run took place when about 2,000,000 gold sovereigns were minted. They were the first sovereigns of the present reign and were not intended for general circulation. This year another run is taking place, but the number of sovereigns to be minted has not yet been decided. Like last year, they will be retained in the nation's gold reserves. This will enable coins from the reserves to be sold to meet demands overseas.

By law the weight of each coin must be within a margin or "tolerance" of ·01296 gramme either way from the standard weight, which is 7·98805 grammes. Because of the high value, the tolerances in the cases of gold coins are smaller than in others and consequently a greater precision of workmanship is involved.

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...SETS A NEW STANDARD

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Outright Winner
(Drivers: Peter Harper, Dr. E. W. Deane)
2nd Ladies Prize
(Drivers: Miss Mary Handley Page, Mrs. Lola Grounds)
2nd Team Award
(Drivers: Peter Harper, Peter Jopp, Miss Mary Handley Page)

MONTE CARLO RALLY
Stuart Trophy
FIRST BRITISH CAR
irrespective of price, size or class
(Drivers: Peter Harper, Peter Elbra, Reg Phillips)

NEW power-plus 'Rallymaster' engine to give you sparkling performance allied to surprising economy and steadfast reliability. Now 1½ litres (1494 c.c.) . . . twin carburettors . . . larger valves . . . compression ratio increased to 8·5 . . . higher torque. All new features . . . but tried, tested and proved in the toughest competitions.

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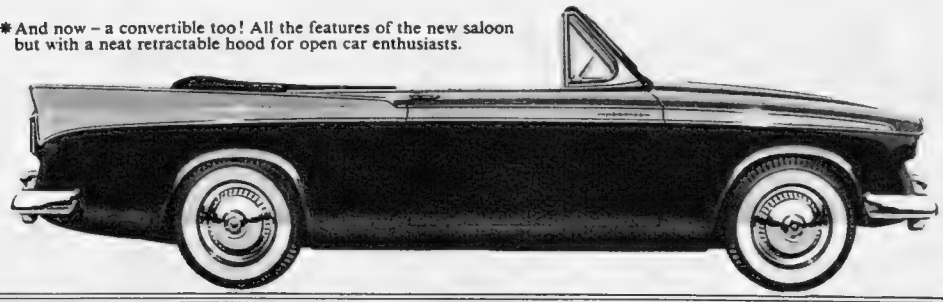

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DOWN THE CLIFF FACE: An R.A.F. Mountain Rescue team lowers a stretcher, complete with the "victim," during an exercise on Holyhead Mountain, Anglesey. During the war, the Royal Air Force formed its first Mountain Rescue Unit, principally with the idea of saving the lives of aircrew from aircraft which had crashed or had been forced down in mountainous districts or places which were normally inaccessible. The Unit was responsible for saving many lives and became the forerunner of the peace-time organisation, members of which are frequently called out to rescue people in danger of their lives on the mountains of Great Britain. Not only have they been responsible for rescuing those involved in aircraft crashes, but also mountaineers and hikers and even wandering dogs and lost sheep who have been trapped by blizzards and storms.

MOUNTAIN RESCUE

A Royal Air Force Team on an Exercise on Anglesey

ACROSS ROCKY TERRAIN: Members of the R.A.F. Mountain Rescue Team lower a stretcher, to which the "victim" has been tightly strapped. An ambulance was waiting for them below. In the distance on the right is Holyhead Harbour, on Anglesey.

A DUEL OVER BALLET

The Marquis de Cuevas Defeats Serge Lifar in a Duel in a Small Village in France

THE DUELLISTS CROSS SWORDS: Serge Lifar, the choreographer, thrusts and the Marquis de Cuevas, the ballet impresario, parries during their duel of honour in the little village of Blaru, near Vernon, about fifty miles from Paris. Despite the "secrecy" surrounding the venue a large crowd of photographers are busy using their cameras. Nine days previously a Lifar ballet called *Noir et Blanc* was included, allegedly without permission, in a programme by the Marquis's ballet company. Serge Lifar thereupon flicked a white handkerchief in the Marquis's face, who immediately slapped the choreographer. The challenge was made. Neither contestant was an expert duellist, but they practised hard and publicly. Although the Marquis claimed that he wanted to kill no one, Serge Lifar made his last will and testament. When the French police attempted to stop the duel on a piece of waste land in the Paris suburbs, the contestants drove to Vernon. The duel was fought just before lunch.

ON GUARD: M. Tournon, the director of the duel, brings the points of the épées together at the start of the contest. The Marquis de Cuevas is on the left. By the time he reached the ground, the Marquis, who is seventy-two years old, felt exhausted and lay down for a while.

"DRAWING FIRST BLOOD": The Marquis de Cuevas defeats Serge Lifar, drawing blood on his right forearm in the fourth round. After three two-minute rounds, the Marquis had seemed tired. Afterwards the duellists embraced amicably and returned to Paris to rest.

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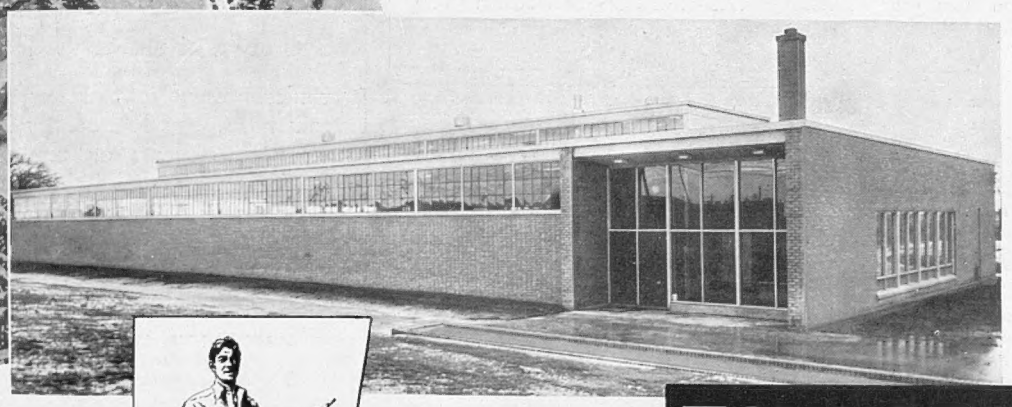

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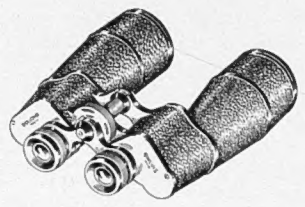

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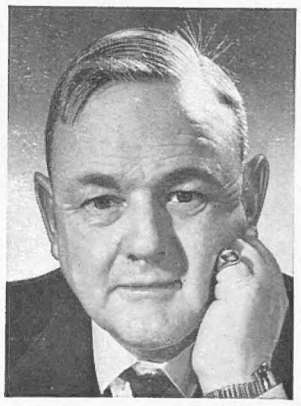

Photo by courtesy Sunday Times

The Rt. Hon. LORD HAILSHAM, Q.C.

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